



SCRUTINY BOARD (CITY DEVELOPMENT)

Meeting to be held in Civic Hall, Leeds on
Tuesday, 10th February, 2009 at 10.00 am

A pre-meeting will take place for ALL Members of the Board
in a Committee Room at 9.30 am

MEMBERSHIP

Councillors

R Pryke (Chair)	-	Burmantofts and Richmond Hill
C Beverley	-	Morley South
B Gettings	-	Morley North
R Harington	-	Gipton and Harehills
A Hussain	-	Gipton and Harehills
J Jarosz	-	Pudsey
M Lobley	-	Roundhay
R Procter	-	Harewood
N Taggart	-	Bramley and Stanningley
G Wilkinson	-	Wetherby
A Barker	-	Horsforth
J Matthews	-	Headingley
A Ogilvie	-	Beeston and Holbeck

Please note: Certain or all items on this agenda may be recorded on tape

**Agenda compiled by:
Governance Services
Civic Hall
LEEDS LS1 1UR**

**Janet Pritchard
247 4327**

**Principal Scrutiny Adviser:
Richard Mills
Telephone No: 2474557**

A G E N D A

Item No	Ward/Equal Opportunities	Item Not Open		Page No
1			<p>APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS</p> <p>To consider any appeals in accordance with Procedure Rule 25 of the Access to Information Rules (in the event of an Appeal the press and public will be excluded).</p> <p>(*In accordance with Procedure Rule 25, written notice of an appeal must be received by the Chief Democratic Services Officer at least 24 hours before the meeting)</p>	
2			<p>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC</p> <p>1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.</p> <p>2 To consider whether or not to accept the officers recommendation in respect of the above information.</p> <p>3 If so, to formally pass the following resolution:-</p> <p>RESOLVED – That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:-</p> <p>No exempt items or information have been identified on this agenda.</p>	

Item No	Ward/Equal Opportunities	Item Not Open		Page No
3			<p>LATE ITEMS</p> <p>To identify items which have been admitted to the agenda by the Chair for consideration.</p> <p>(The special circumstance shall be specified in the minutes.)</p>	
4			<p>DECLARATION OF INTERESTS</p> <p>To declare any personal/prejudicial interests for the purpose of Section 81(3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members' Code of Conduct.</p>	
5			<p>APOLOGIES FOR ABSENCE</p>	
6			<p>MINUTES OF LAST MEETING</p> <p>To receive and approve the minutes of the last meeting held on 13th January 2009.</p>	1 - 8
7			<p>CLIMATE CHANGE STRATEGY</p> <p>To consider the attached report of the Sustainable Development Unit providing Members with an opportunity to comment on the 'Leeds Climate Change Strategy: Vision for Action' prior to submission to Executive Board and Full Council for approval.</p>	9 - 30
8			<p>CITY CENTRE PARK</p> <p>To consider the attached report of the Head of Scrutiny and Member Development notifying Members of a Late Report to be sent to Members of the Scrutiny Board on the proposals for a city centre park.</p>	31 - 32
9			<p>ROUNDHAY MANSION UPDATE</p> <p>To consider the attached report of the Chief Recreation Officer updating Members on the current position with regard to the Roundhay Mansion.</p>	33 - 34

Item No	Ward/Equal Opportunities	Item Not Open		Page No
10			<p>DRAFT STATEMENT A660 CORRIDOR TRANSPORT ISSUES FOLLOWING REQUEST FOR SCRUTINY</p> <p>To consider the attached report of the Head of Scrutiny and Member Development attaching the draft Statement and recommendations following the Boards meeting on 13th January 2009 when the request for Scrutiny from the North West (Inner) Area committee concerning the A660 Corridor Transport Issues was considered.</p>	35 - 58
11			<p>LEEDS FLOOD ALLEVIATION SCHEME DESIGN VISION AND GUIDE</p> <p>To consider the attached report of the Head of Scrutiny and Member Development notifying Members of a Late Report to be sent to Members of the Scrutiny Board on the progress of a flood alleviation scheme for Leeds.</p>	59 - 60
12			<p>WORK PROGRAMME</p> <p>To consider the attached report of the Head of Scrutiny and Member Development regarding the Board's work programme, together with a copy of the Forward Plan of Key Decisions pertaining to this Board's Terms of Reference for the period 1st February to 31st May 2009 and the Executive Board Minutes of 14th January 2009.</p>	61 - 84
13			<p>DATE AND TIME OF NEXT MEETING</p> <p>To note that the next meeting of the Board will be held on 17th March 2009 at 10.00am with a pre-meeting for Board Members at 9.30am.</p>	

Agenda Item 6

SCRUTINY BOARD (CITY DEVELOPMENT)

TUESDAY, 13TH JANUARY, 2009

PRESENT: Councillor R Pryke in the Chair

Councillors C Beverley, B Gettings,
R Harington, A Hussain, J Jarosz,
M Loble, R Procter, N Taggart, A Barker,
J Matthews and A Ogilvie

79 Declaration of Interests

There were no declarations of interest, however Councillor Matthews, in the interests of transparency indicated that he was a member of the North West (Inner) Area Committee which had previously discussed the report referred to in Agenda Item 8 'A660 Corridor Transport Issues' and which had referred the Design and Cost Report dated 24th November 2008 to the Scrutiny Board (City Development) for discussion. In order to avoid any perception of predetermination, Councillor Matthews also stated that he would maintain an open mind and listen to the arguments afresh.

80 Apologies for Absence

Apologies for absence were submitted on behalf of Councillor Wilkinson.

81 Minutes of Last Meeting

RESOLVED – That the minutes of the meeting held on 16th December 2008 be confirmed as a correct record.

82 Leeds Strategic Plan Performance Report for Quarter 2 2008/09

The Head of Policy, Performance and Improvement submitted a report providing Members with an update on the revised approach to performance reporting and accountability arrangements for the Leeds Strategic and Council Business Plans and providing a performance report by exception (ie red and amber) on the progress against improvement priorities relevant to the Board at Quarter 2, 2008/09.

The Chair welcomed to the meeting Jean Dent, Director of City Development, Paul Maney, Head of Policy, Performance and Improvement, City Development and Heather Pinches, Performance Manager, Planning, Policy and Improvement, Executive Support. Gary Bartlett, Chief Highways Officer, City Development, joined the meeting to respond to specific queries from the Board.

The Director presented the report and summarised progress against the improvement priorities relevant to this Board. In particular it was

Draft minutes to be approved at the meeting
to be held on Tuesday, 10th February, 2009

emphasised that out of the Director's 13 improvement priorities, 8 were green, 5 were amber and none were red.

Attention was drawn to the one **Culture** Improvement Priority rated amber: CU-1a 'Enable more people to become involved in sport and culture by providing better quality and wider ranging activities and facilities'. The Board was advised that since the data had been collated, the 'Active People' survey had indicated an impressive 7% increase in participation in sport and recreation (the target being 1%). As a result, Leeds had risen nationally from 208th to 16th place and the status of this Improvement Priority would now change to green.

It was also reported that progress had been made against the only amber status improvement priority within the **Environment theme** (ENV-1b 'Reduce emissions from public sector buildings, operations and service delivery and encourage others to do so'). However, as this data was being collected for the first time, the Department was being cautious in its assessment as at present it was still seeking to establish the base line.

With regard to **Enterprise and Economy**, Members were advised that a close watch on the current green status of the data would be required, as these figures would be affected by the slow down in the economy.

With regard to **Transport**, the Director referred to the three improvement priorities which were amber. Of specific concern were firstly the effects of rising energy costs, specifically for street lighting, on the Council's budget and the initiatives being taken to lessen the impact. And secondly the fact that the Council continued to work with Metro to help them improve the figures on public transport services in Leeds, for which they have the lead responsibility.

Members then sought information from Officers on the following issues relating to the performance figures in Appendix 2 to the report:

- **Culture** –
 - Level of use of leisure centres.
 - The reason for the increase in people participating in sport and active recreation.
- **Environment** –
 - Progress on the climate change strategy.
 - Campaigns to encourage staff to reduce emissions in Council buildings.
- **Learning** –
 - Whether the Government takes into account external influences which affected skill levels.
 - Data availability and monitoring relating to young people not in education, employment or training (NEET) who spend six months on benefits and two weeks on a course and then go back to receiving benefits again.

- Working within the Local Area Agreement and Multiple Area Agreement.
- The enhancement of higher level skill levels and raising the expectations of young people.
- **Transport –**
 - The reason for the regional target for congestion being lower than the base line.
 - Enhancing cycling and walking as alternatives to car use and encouraging increased use of public transport.
 - Verge hardening and the flagging of gardens and their link to flooding.
 - Accessing Transport Innovation Fund (TIF) funding and road charging.
 - Whether there were any plans to restrict car parking in the city centre.
 - Whether the Council's vision for transport needed to be more creative and aspirational.
 - The response rate of the transport survey.
 - The appropriateness of providing more multi-storey car parks in the city centre.
 - The expansion of Park and Ride facilities on rail and bus routes.
 - The recent increases in bus and rail fares and the current inability of the Council to influence these.
 - The effect of increased oil prices on the Council's maintenance and highways improvement programme.

Members then requested information from Officers on some general issues and specific issues relating to performance indicators listed in Appendix 3 to the report. These were in summary:

- **Street cleansing** and who was responsible for this in the city centre and the major arterial routes.
- Whether there was any follow up on Local Indicators **LEGI1, 2, 3, 4i and 4ii** (Local Enterprise Growth Initiatives).
- Local Indicator **LEGI4i** and the definition of deprived communities.
- Progress on meeting targets for Local Indicators **LKI 215A and B** relating to street lighting repairs. The Director referred briefly to the replacement street lighting programme and the industrial action which had taken place by Yorkshire Electricity Distribution Ltd (YEDL) which connects the new street lighting installed by Southern Electric Contracting (SEC) (Private Finance Initiative) to the mains supply.
- Whether the targets were demanding enough.

The Chair thanked Officers for attending and requested that they convey the Board's thanks to all the staff in the Department for this work.

RESOLVED –

- (a) That the report and appendices be noted.
- (b) That the department respond directly to:
 - Councillor Harington on whether motorcycles were allowed to be parked in cycle racks.
 - Councillor Barker to arrange a meeting on LEGI.

- Councillor Lobley in order to provide additional information on NI167 congestion and average journey times.
- Councillor Pryke regarding Wards covered by LEGI schemes.

(Note: Councillor Taggart joined the meeting at 10.25 during the consideration of this item.)

83 **A660 Corridor Transport Issues**

The Head of Scrutiny and Member Development submitted a report attaching the Design and Cost Report to the Chief Highways Officer and Director of Resources dated 24th November 2008 entitled 'A660 Woodhouse Lane/Clarendon Road, Woodhouse Proposed Inbound Bus/Cycle Lane and Junction Improvement Measures' referred by the North West (Inner) Area Committee to this Scrutiny Board for discussion. Also attached were the Delegated Decision Notification of 2nd December 2008, the report of the Director of City Development to the North West (Inner) Area Committee of 18th December 2008 'A660 Corridor Transport Issues' and an extract from the Minutes of the North West (Inner) Area Committee of 18th December 2008.

The Chair advised the meeting that the Scrutiny Board (City Development) did not have any executive powers to agree to or to stop any decisions made under the officer delegation scheme, Executive Board or the Council. However, the Board could express their opinions on the issues and these might or might not be taken into account by the decision makers, who were in this instance the Executive Board Member for City Development and Officers under delegated powers.

The Chair then welcomed to the meeting Councillor Monaghan, Chair of North West (Inner) Area Committee, Gary Bartlett, Chief Highways Officer, City Development, Andrew Hall, Transport Strategy Manager, City Development and Helen Franklin, Acting Head of Highways Services, City Development.

The **Chief Highways Officer** referred Members to the Design and Cost report of 24th November 2008, and explained why he had come to the decision to **revoke the original decision**. The reasons were firstly that the extent and depth of the opposition to the scheme had not previously been released and therefore had not been fully appreciated by officers. Indeed the extent and depth of the opposition to the scheme had only become apparent to himself in conversation with the Chair of the North West (Inner) Area Committee after the report had been written, the decision taken and then called-in. Secondly, he was notified that due to a genuine misunderstanding it was incorrectly reported in the report that the Area Committee had been fully consulted. In fact the matter had been considered by an informal Transport Sub Committee established by the Area Committee but not serviced by the Central and Corporate Governance Unit. The decision was revoked therefore in terms of the accuracy of the report and the need for the officer Joint Highways Board to be aware of all of the facts.

Members were advised that the current position was that the proposals for the 1st phase of the A660 corridor were continuing to be reviewed, that discussions were taking place with Ward members and that no final decision had been taken on this.

The **Transport Strategy Manager** then outlined the background to the A660 corridor scheme and in particular the proposals for the Woodhouse Lane/Clarendon Road junction, which was the first phase of the scheme. The Officer clarified how the need to widen the A660 had come about due to the knock on effect of the necessity to introduce pedestrian facilities at this junction and to improve the substandard bus stop at this location.

The **Chair of the North West (Inner) Area Committee** then addressed the Board. He advised the Board that the Officer decision had been called-in but the Call-in meeting had been cancelled when the Chief Highways Officer revoked the decision. He then outlined the concerns of the North West (Inner) Area Committee to, not only the first stage of the scheme itself, but also the accuracy of the Design and Cost Report of 24th November 2008.

Firstly clearly there had been many more **objections** received than indicated in the report, particularly on the proposals to widen Woodhouse Lane which would involve the removal and relaying of existing Yorkstone flagstones, trees and grass verges, when this junction was not the most congested part of the A660 corridor.

Secondly, the Area Committee had also not been **consulted** as stated in the Design and Cost Report: the Area Committee Transport Sub-Group had met to discuss the issues but the North West (Inner) Area Committee itself had not been due to meet until 18th December 2008, two weeks after the delegated decision had been authorised. The Area Committee was clear that there was no malicious intent on the part of Officers, but rather there had been miscommunication between the parties and a genuine misunderstanding. The Area Committee were concerned that this should not happen again.

Thirdly, the Area Committee were of the opinion that the **bigger picture** needed to be looked at with regard to transport issues on this corridor: encouraging more cycling, walking and use of public transport, rather than increasing capacity.

Officers then responded to various questions and comments made by the Board on the following issues:

- Officers were not able to confirm whether the previously proposed **Supertram scheme** would have involved impinging on green space or used existing roadways in this area.
- Officers confirmed that different **rules on consultation** were not applied to different areas of the city.
- Officers could not confirm whether the option to convert one of the car lanes to a bus lane, and therefore remove the necessity to widen the road on the inbound dual carriageway, had ever been considered and **modelled**.

- The Chief Highways Officer confirmed that it was normal procedure to consult with local residents and businesses as referred to in para 3.2.5 of the Design and Cost Report and that this report was seeking funding to take the proposals to **full public consultation**. Members expressed their concern that £135,000 had been authorised for further consultation work on a scheme which there had already been massive public opposition to.
- The Chief Highways Officer suggested the **setting of the proposals in the context of proposals for the whole A660 Corridor** might be a better way forward that needed further consideration.
- The Chief Highways Officer pointed out that the Joint Highways and Transport Board reviewed and approved many reports each month. Of great importance to the Chief Highways Officer were the comments in the reports relating to **feedback from Members** and the public. Unfortunately, responses from Members were often low. The Chief Highways Officer had asked for this to be reviewed but would welcome comments from the Board how this situation could be improved.
- Officers confirmed that the junction in question would become a **pinch point** when the **new pedestrian facilities** had been installed.
- Officers confirmed that Councillor A Carter, the **Executive Board Member** for Development, had been informed that the decision was to be reviewed.
- The Chief Highways Officer advised that Officers would **take fully into account the strong feedback** to this scheme that had been received and that all options would be reconsidered very carefully, but he could not give assurances that these proposals would not appear again.

The Principal Scrutiny Adviser advised the Board on **the process** in terms of the Board progressing this matter. He also advised that Members would be able to again **call-in** any future decision on this scheme.

As previously agreed, the Board then allowed **Mr Tony Green**, a member of the public, to address the Board. Mr Green made the following points to the Board:

- Congratulated the Board on the content and quality of the discussion.
- The Chief Highways Officer's suggestion that the public would be consulted on the whole corridor in order to understand the relationship of this particular proposal to the larger consideration, was welcomed.
- He hoped that Elected Members would listen to the public and make well informed decisions on their behalf.
- He was of the opinion that improvements to the corridor should be embraced but that the 100yds of road in question would not make any difference to congestion further up the A660.
- He warned that in some instances there would be no alternative to demolition.
- He also warned that road widening schemes attracted more vehicles, resulting in more congestion and the reappearance of the problems.

The Chair thanked witnesses, Officers and members of the public for attending.

RESOLVED –

- (a) That the report of the Head of Scrutiny and Member Development and the departmental reports on this matter be noted.
- (b) That the Head of Scrutiny and Member Development prepare a draft Statement and recommendations for consideration at the next meeting of the Scrutiny Board (City Development).

(Note: Councillors R Procter and A Hussain left the meeting at 11.25am and 12.10 respectively during the consideration of this item.)

84 Work Programme

The Head of Scrutiny and Member Development submitted a report providing Members with a copy of the Board's current Work Programme. The Forward Plan of Key Decisions for the period 1st January to 30th April 2009 and the Executive Board Minutes of 3rd December 2008 were also attached to the report.

The Principal Scrutiny Adviser advised the Board that the Work Programme revealed the **slippage** on some of the reports planned for the January meeting.

Members discussed various additional items for inclusion on the Work Programme and information for circulation. These were in summary:

- A visit to the Roundhay Park **Mansion House** with a short update report on the developments to the next meeting of the Board.
- A report for information on the proposed **city centre park**.
- The report on the Review of the City Centre Loop to include information on the **Inner Ring Road extension**.
- The Chair to remind the Director of City Development to provide information on **cycle and motorcycle parking**.

RESOLVED –

- (a) That the report be noted.
- (b) That, subject to the above comments and additions, the Work Programme be agreed.

85 Date and Time of Next Meeting

Noted that the next meeting of the Board would be held on Tuesday 10th February 2009 at 10.00am with a pre-meeting for Board Members at 9.30am.

The meeting concluded at 12.30pm.

This page is intentionally left blank



Report of the Sustainable Development Unit

Scrutiny Board (City Development)

Date: 10th February 2009

Subject: Climate Change Strategy

Electoral Wards Affected: All

Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

1.0 Purpose of this report

1.1 To give members the opportunity to comment on the *Leeds Climate Change Strategy: Vision for Action* prior to submission to Executive Board and Full Council for approval.

2.0 Background information

2.1 The Leeds Climate Change Strategy is a city-wide strategy focused on carbon reduction and climate adaptation and aims to fulfil the Council's commitment in the Nottingham Declaration.

2.2 Strategy development has been led by the Climate Change Strategy Group (CCSG - a Leeds Initiative group) and supported by eight themed groups. A consultation between February and April 2008 supplemented by close work with key partners through the Low Carbon Cities Programme has further refined the form and focus of the strategy.

3.0 Proposed strategy

3.1 Given due consideration to the outcomes of consultation, the current uncertainty in the economy, availability of resources within the Council and the outcome of external funding bids, the attached *Leeds Climate Change Strategy: Vision for Action* is recommended for publication. **Please see attached draft of the Leeds Climate Change Strategy: Vision for Action.**

3.2 Publishing this document allows the Council to communicate priorities to city partners and moves from strategy development to strategy delivery phase. It also allows the Council the flexibility to bid for external resources and reallocate resources internally as opportunities arise to take forwards specific priorities.

3.3 When the strategy is published in May 2009, it will be important to provide concrete examples of progress to demonstrate the Council's willingness to take action in this area. Specific examples could include:

- Publishing the Sustainable Design & Construction SPD;
- Developing the bid for a City Centre based ESCo (Energy Services Company);
- Formally bringing climate change adaptation within the scope of the Council's environmental management system.

4.0 Implications for Council policy and governance

4.1 The *Leeds Climate Change Strategy: Vision for Action* is closely aligned to existing Council policy and has well developed governance arrangements.

4.2 The principal council policies (Leeds Strategic Plan and Council Business Plan 2008-11) now prioritise climate change. There are a number of new National Indicators including 185, 186 and 188 concerned with reducing carbon emissions and adapting to climate change.

4.3 The Leeds Strategic Plan prioritises NI185 and NI188 and commits the Council and its partners to:

- *Reduce ecological footprint through responding to environmental and climate change.*
- *Reduce emissions from public sector buildings, operations and service delivery, and encourage others to do so.*
- *Undertake actions to improve our resilience to current and future climate change..*

4.4 The Council Business Plan prioritises NI185 and commits the Council to take "significant steps to reduce our carbon emissions" with specific commitments to:

- *ensure all new buildings and refurbished buildings (where possible) commissioned by the council meet Building Research Establishment Environmental Assessment Method (BREEAM) excellent standards with maximum energy credits;*
- *invest strategically in energy efficiency and renewable energy technologies to reduce CO₂ emissions from the existing estate;*
- *reduce our overall office floorspace eg by the delivery of a corporate document records facility; and*
- *explore new ways of working that are more flexible and efficient to reduce CO₂ emissions, particularly from travel.*

4.5 The governance arrangements currently in place with the Leeds Initiative to establish this strategy will need to be amended to now focus on delivery. Discussions with the Deputy Director of the Leeds Initiative have already taken place and a new governance model developed, based on securing participation from key partners across the city.

5.0 Legal and resource implications

5.1 There are no immediate legal or resource implications arising from the *Leeds Climate Change Strategy: Vision for Action*.

6.0 Recommendations

- 6.1 That City Development Scrutiny provide any additional comments on the *Leeds Climate Change Strategy: Vision for Action* prior to it being sent to Executive Board and Full Council for approval.

7.0 List of Supporting Documents

- 7.1 The following documents have been instrumental in guiding the final form of the Leeds Climate Change Strategy:

- Consultation draft of the Leeds Climate Change Strategy (Leeds Initiative, 2008, <http://www.leedsinitiative.org/environment/page.aspx?id=942>)
- Vision for Leeds (Leeds Initiative, 2004)
- Leeds Strategic Plan 2008-11 (Leeds Initiative, 2008)
- Council Business Plan 2008-11 (Leeds City Council, 2008)
- UK Climate Change Strategy (Defra, 2005)
- Energy White Paper (DTi, 2006)
- Mayor's CO₂ Plan (GLA, 2007)
- Nottingham Declaration Toolkit (www.energysavingtrust.org.uk/nottingham)

This page is intentionally left blank

Leeds Climate Change Strategy: Vision for Action

Contents Page

Contents Page.....	1
Foreword.....	2
Vision	3
Scope and Purpose of this document	6
Context	7
Strategic Context.....	7
City-Wide Emissions.....	7
City-Wide Emissions Reduction Targets.....	7
The UK Climate Impact Programme (UKCIP) Climate Scenarios.....	8
Monitoring Climate Trends in Leeds	8
Key Emissions Reduction Activities	9
Home Energy Efficiency	9
Transport Infrastructure and Demand Management.....	9
Partnership Emission Reduction	10
Waste and Resource Efficiency	11
Business Emission Reduction	12
Low Carbon New Developments.....	12
Low Carbon Energy Infrastructure.....	13
Key Adaptation Activities.....	14
Risk Assessment and priority interventions	14
Key Cross-Cutting Activities.....	15
Information Collation, Coordination and Inspiration.....	15
Moving to a Low Carbon Economy.....	16

Monitoring and Review Process 18
Acknowledgements..... 18
Inside Back Cover..... 18

Foreword

To be added

DRAFT

Vision

If we collectively make the most far-sighted decisions possible, within budgetary and technical constraints, the following scenarios could become the reality that we live in 2011, 2021 and 2050.

By 2011...

Leeds is just beginning to change. Some visible progress has been made. Our first carbon neutral homes have been built. Recycling rates are rising rapidly. More people are choosing to walk and cycle, particularly in the city centre. A climate festival captured the public's imagination and is now a regular fixture. Sales of local food are going through the roof. Biomass is replacing coal and is emerging as the fuel of choice for new rural heating systems. Climate risks are better understood and emergency services have strong plans in place to deal with extreme weather impacts on Leeds.

All of these are isolated examples; the fundamental changes are not yet visible but are far more important. A transport strategy has secured funding for a major public transport scheme. Planners and developers are co-operating to design low carbon areas, not just buildings and the retrofitting of the existing building stock is under way. Some of the low skilled residents have been successfully brought into the work force to help deliver these improvements. This is just one example of the turn towards encouraging 'green' businesses into Leeds. The public are getting excited about solving climate change and grass roots participation is growing. Many people have pledged to reduce their personal impact on climate change. Businesses have signed up to Carbon Action Yorkshire in droves and are being assisted to develop carbon reduction strategies; they, in turn, are helping other organisations. Feasibility studies have shown where and how to build renewable energy and community heating networks and a significant fund has been assembled to solve simple energy efficiency problems in all existing houses in Leeds.

Leeds knows that it is going green and is excited by the potential.

By 2021...

Leeds looks and feels like a different city. It's a bigger city; a more mature city. It's a city that is happy with its past achievements and looking forward to the future. Economically, Leeds is performing well with a diverse economy strengthened by the booming environmental goods and services sector. Leeds is physically bigger too: well planned and executed developments that are low or zero carbon complement the existing built environment. Greenspaces have been enhanced, linked and created and green roofs on new buildings are becoming commonplace. The massive energy efficiency drive has insulated all but a few cavity walls and lofts and new solid wall insulation is now affordable and being well used. An informed and

concerned public demands more sustainable goods and services and many businesses have profited from responding to this demand, supplying consumers within the region and franchising their innovations for production and local distribution elsewhere. All organisations trade a maximum proportion of their waste stream as inputs to other processes and products. Overall ecofootprints are reducing year on year as resource consumption is reined in.

Clean mobility underpins progress, with citizens proud of the safe, reliable and affordable public transport service. Careful re-engineering of roads means cycling and walking rates have surged. The cost of carbon is reflected in the cost of motoring and inefficient private transport is reducing, but still affordable for essential journeys. Appropriate scale renewables are much more visible across Leeds and unspectacular but essential community heating hubs are growing and linking up in densely populated areas. Recycling rates for domestic waste have exceeded 50%, significant value is now being recovered from residual waste, and waste to landfill has been reduced to less than 10%. Recent extreme weather events have tested our adaptation strategies, which are responding well. New drainage systems, better designed urban areas and new river defences are reducing the risk of flooding. New buildings are all now built to cope with climatic conditions at least 50 years ahead (as well as reducing their overall environmental impact in terms of design, construction and use).

Leeds is thriving; there is a collective confidence that together we can tackle climate change.

By 2050...

Leeds is almost unrecognisable. Within two generations, the city is in a different climatic zone: the hot summer of 2003 is considered cool now; warmer, wetter winters mean less heating but more vermin and additional risks from other organisms not previously found at 53 degrees north. Extremes of drought and flood are far more commonplace. Society is very different yet quality of life is not greatly affected, thanks to the far-sighted decisions taken forty years ago. The built environment is well able to cope and careful planning has allowed the natural environment to adapt to the new climate. Personal working and leisure patterns have changed to reflect the prevailing weather conditions and a resource-constrained society. The economy and social life are much more locally focused with inputs and outputs covering much smaller distances than was the case in the early 21st century.

Technological innovations are all around us, affecting the way that we produce and use energy, the way that we communicate, travel and do business. Behaviours have changed too: carbon is priced into all activities and the population has responded by choosing lifestyles that allow them to live within declining carbon budgets. Leeds has been better able to cope than have many other places and

the city is becoming more multicultural as refugees from land-use and water conflicts are welcomed to the city.

Leeds is an exemplary global city, coping with life in a new climate thanks to far-sighted decisions and an ongoing focus on practical action.

DRAFT

Scope and Purpose of this document

In February 2008 we published a detailed climate change strategy for consultation. Written with the help of almost 100 organisations, it contained a large amount of local evidence. The responses were largely supportive of the approach proposed for Leeds, but with many minor alterations and amendments suggested. There was a consensus that the long-term carbon emission reduction target should be higher and that we needed a clearer plan to reduce emissions from transport. We have tackled both these major issues and tried to incorporate as many of the suggestions as possible into this *Vision for Action*.

The consultation document contains valuable evidence which explains how and why we have prioritised the areas within this *Vision for Action*. It will be retained as a source of evidence and should be read alongside this *Vision for Action*.

The *Vision for Action* summarises the key issues which need to be addressed in the short term so we can mitigate and adapt effectively. It also sets the direction and some targets for longer term action.

Mitigation means reducing greenhouse gas (GHG) emissions to a safe and stable level.	Adaptation means building climate resilience to ensure that our society and natural environments can cope with a radically different climate
---	---

This *Vision for Action* concentrates on city-wide issues. By that we mean actions which are the responsibility of a number of partners across the city to take forwards, not just the city council. The city council, members of the Leeds Initiative and other individuals and organisations across Leeds can all make a difference to climate change by concentrating on emissions from their estates, fleets and day-to-day activities. This *Vision for Action* will encourage partnership working to make our work more effective and to work on issues that are not limited to just one organisation.

We are also aware that Leeds is connected regionally, nationally and internationally. This means that we have to take advantage of support and investment available outside the city. We will not invent solutions for Leeds where that solution already exists elsewhere. Our interconnectedness also means that we are not entirely in control of what happens in the city. International market forces and policies can both boost and damage efforts to tackle climate change.

Ultimately, our *Vision for Action* seeks to make Leeds a place resilient to climate change with a strong low carbon economy and a high quality of life.

Context

Strategic Context

There are many important strategies, policies and plans already in place in Leeds. The *Vision for Action* will need to influence many of these. The key aims of the *Vision for Leeds 2004-2020*, to 'go up a league' and 'narrow the gap' cannot be met if we fail to address climate change. We will therefore make sure that we work closely with the most relevant strategy groups and provide evidence to support them to become more climate friendly when the plans are next revised.

The most relevant plan is the Leeds Strategic Plan. This contains one Strategic Outcome and three Improvement Priorities that the *Vision for Action* will contribute towards delivering:

"Reduced ecological footprint through responding to environmental and climate change and influencing others."

1. Reduce emissions from public sector buildings, operations and service delivery, and encourage others to do so.
2. Undertake actions to improve our resilience to current and future climate change.
3. Improve the quality and sustainability of the built and natural environment.

City-Wide Emissions

In 2006, Leeds produced almost 6.1 million tonnes of carbon dioxide. The three biggest contributors are the commercial and industrial sector (37%) domestic (30%) and transport (26%). Over the past 4 years, total emissions have declined by just 1% with falls in domestic and transport emissions offset by rising commercial and industrial emissions.

In 2007/08 Leeds City Council produced 143,000 tonnes of carbon dioxide from buildings, staff travel, fleet vehicles and street lighting. Building emissions (the majority of council emissions) have been falling steadily since the 90s.

To help to understand emissions trends and opportunities across the city, we have launched the Leeds Climate Charter to encourage Leeds based organisations to monitor and report their emissions.

City-Wide Emissions Reduction Targets

The consultation we held very clearly showed that a 60% emissions reduction target was considered too low to avoid dangerous climate change, given current science. Since the consultation, the Committee for Climate Change has recommended that

the Government adopt a target in the Climate Change Act to cut UK emissions by 80% between 2005-2050.

Given both these factors, we will adopt a target to also reduce emissions from Leeds by 80% between 2005 and 2050. This means cutting total emissions to no more than 1.21m tonnes of carbon dioxide, from a baseline of 6.06m tonnes, or a reduction of 107 thousand tonnes every year.

These are very tough targets. But cities around the world will face similar targets over coming years. Early action now to limit emissions increases and to make cost-effective carbon reductions will put Leeds in a strong position in future.

The UK Climate Impact Programme (UKCIP) Climate Scenarios

The Hadley Centre (part of the UK Met Office) and the Tyndall Centre have modelled scenarios of future climate change based on different levels of emissions. The UK Climate Impacts Programme (UKCIP) published this information in 2002 as the 'UKCIP02 Climate Change Scenarios'. It shows the likely changes to key climate variables for 2020, 2050 and 2080. UKCIP plans to publish new scenarios in 2009 based on improve modelling and showing the relative probability of different impacts.

We will ensure that the new scenarios are considered within the climate change adaptation plans for Leeds as soon as they become available.

Monitoring Climate Trends in Leeds

The former Leeds Weather Centre and the Leeds City Council weather station have been used to obtain comprehensive weather data for central Leeds for the period 1985- 2008. This data provides a clear explanation for the rising number of severe weather events that we experience in Leeds. Over recent years, river flooding, flash flooding, heatwaves and gales have all become more frequent. These trends all support the predictions made by UKCIP so we can be confident that longer-term forecasts are also broadly correct.

The council is now working on a Local Climate Impact Profile (LCLIP) to investigate the costs of typical severe weather events to make an economic case for preventative action.

Key Emissions Reduction Activities

Leeds has already taken some major steps to reduce emissions across the city. We know that we must do much more in future if we are going to reduce emissions to a level that will not lead to dangerous climate change. The target of an 80% emissions reduction is so challenging that we will need all sectors (household, organisations and transport) to contribute to emissions reductions efforts. The next few pages describe what we want to happen up to 2011.

Home Energy Efficiency

Homes in Leeds are already much more energy efficient than they were in 1996. Home improvements have been supported by utility company grants, government grants and the Decent Homes programme and have been coordinated by the Fuelsavers Board. To date, efforts have focussed on simple insulation measures, mostly in less affluent neighbourhoods and fuel-poor households. To achieve greater carbon savings, we need to shift the emphasis to larger, more affluent households. Additionally, new technologies to insulate hard-to-treat homes and appropriate micro-renewables must be tested to prepare us for deeper emissions reductions in future.

Leeds Priorities for Action

- Support social landlords to install cost-effective energy efficiency measures into all households as quickly as possible and to trial and finance newer insulation and renewables technologies.
- Develop a programme to provide appropriate energy efficiency improvements linked to Energy Performance Certificates recommendations for newly purchased properties
- Develop and implement new area-based and public/private and voluntary sector marketing approaches to make it easier for householders to choose to be energy efficient
- Develop plans to include holistic packages of energy efficiency and renewable energy measures in regeneration projects to achieve transformational carbon reductions.

Leeds Future Vision

By 2011, we will have made major energy efficiency improvements and will be ready to start delivering new technologies in bulk.

Transport Infrastructure and Demand Management

If the population of Leeds is to continue to grow and the economy to develop, we must find solutions to congestion. Leeds has many good schemes in place to

encourage people to walk and cycle more and to use private cars less, but the infrastructure in Leeds needs to be improved if we are to take this onto the next level.

Leeds has been granted Government funding to design a solution to congestion in Leeds. Transport for Leeds (TfL) is a study being carried out by Metro and Leeds City Council, to look at congestion in Leeds and how we can tackle it through investment in better transport systems. TfL results will be used to support a possible bid to Government in 2010 for investment in the most appropriate solution for Leeds.

We are also developing a business case for New Generation Transport (NGT). NGT would mean modern, accessible vehicles providing reliable, comfortable and frequent journeys into the city centre from Park & Ride sites located on the outskirts of Leeds.

In the meantime, we will continue to work with employers to incentivise sustainable transport, promote walking and cycling and work with partners in Leeds to jointly procure low carbon vehicles.

Leeds Priorities for Action

- Use TfL results to build a strong, well supported, case for major infrastructure investment
- Work with employers to incentivise sustainable transport and to make sustainable transport information more accessible
- Continue to promote smarter choices and sustainable modes including walking and cycling as an alternative to driving
- Work closely with Cenex to investigate ways to cost-effectively procure low emissions fleet vehicles

Leeds Future Vision

By 2011, journeys by car will have decreased and we will have a plan to reduce congestion and emissions through investment in the transport network, particularly public transport, coupled with appropriate demand management.

Partnership Emission Reduction

Our consultation showed clearly that people in Leeds expect the council and Leeds Initiative partners to lead by example by reducing their emissions. The council has committed to reduce corporate CO₂ emissions in the Leeds Strategic Plan, as have a number of Leeds Initiative partners, including West Yorkshire Fire and Rescue Service, Leeds Partnership Foundation Trust, Leeds Voice Environment Forum and Leeds Colleges. The council has also worked closely with the Carbon Trust and the Energy Saving Trust through the Low Carbon Cities Programme to build support for city-wide carbon reductions. The council, the health sector, colleges and

universities, voluntary organisations and businesses are now working together to find ways to speed up carbon reductions. To show people in Leeds the scale of change that is possible, we have launched the Leeds Climate Charter which will record the total carbon dioxide emissions and reduction targets of all participants.

Leeds Priorities for Action:

- Ensure high uptake of the Leeds Climate Charter by partners in order to monitor and report emissions reductions from organisations in Leeds
- Identify and act on opportunities to work together on joint carbon reduction opportunities
- Encourage staff involvement with emissions reductions through city-wide Energy Guardians schemes
- Explore the use of prudential borrowing powers and other sources of finance to raise capital to deliver city council carbon reduction commitments in Leeds Strategic Plan.

Leeds Future Vision

By 2011, it will be clear that the public and private sector in Leeds are showing leadership by working together to make significant carbon reductions.

Waste and Resource Efficiency

Direct greenhouse gas emissions from waste are relatively small. However, inefficient use of resources means that we need to produce more goods, using more resources, than if we used long-life, durable products that we recycled at the end of their lives. We also know that people in Leeds are recycling more and more every year and strongly associate recycling with positive environmental behaviour. Recycling can act as a gateway behaviour, leading people onto other actions such as home energy efficiency or cutting car use.

The Integrated Waste Strategy already contains strong targets and actions to constrain municipal waste generation, improve recycling rates and minimise landfill. We will therefore focus on maximising the emissions reductions from landfill diversion through recycling and residual waste treatment, and on engaging key industries and smaller businesses. To engage with businesses, we will work closely with business support organisations such as Resource Efficiency Yorkshire, WRAP & Envirowise.

Leeds Priorities for Action:

- Help residents to recycle more of their household waste through education and the provision of enhanced recycling services
- Work in partnership with key business support organisations to deliver resource efficiency improvements within businesses across Leeds

- Within existing plans for recycling and residual waste treatment, push for maximum carbon reductions through appropriate segregation of waste and utilisation of best technology solutions.

Leeds Future Vision

By 2011, we will have clear plans in place to turn all waste in Leeds into valuable resources.

Business Emission Reduction

With over a third of the emissions in Leeds coming from the commercial and industrial sectors there is a pressing need to work together to reduce emissions. There are significant levels of support available for larger organisations from the Carbon Trust, Carbon Action Yorkshire and Envirowise. However, there is little climate change support for smaller businesses. Leeds Chamber provide a business-to-business service database and utility analysis service and Business Link can provide resource efficiency checks to business. Both organisations are keen to see use of their services expand so that local businesses can benefit from the greater profitability that resource efficiency brings.

Leeds Priorities for Action:

- Work with Leeds Chamber, Business Link and other business support organisations to promote Leeds Climate Charter
- Promote Carbon Action Yorkshire's services to deliver carbon savings to major businesses in Leeds
- Develop a Green Directory for Leeds to provide advice to businesses on a range of low carbon activities, linked to business-to-business services.

Leeds Future Vision

By 2011, major businesses will be taking action to reduce carbon emissions and smaller businesses will have appropriate support in place.

Low Carbon New Developments

Leeds has experienced continuous growth over the last 10 years. Our economy has benefited in the short-term but the lack of green buildings means that when fossil fuel costs rise, our businesses and residents feel the pinch. Leeds must plan to continue in its role as a major regional centre, with new commercial premises being built in the city to accommodate future jobs and a Government target to build 4,300 new homes every year to 2026 for new residents to live in. The challenge is to ensure that new buildings, and all the associated infrastructure, contribute to the long-term vitality of the Leeds economy with minimal impacts on the local and wider environment. This means designing the city to reduce fossil fuel energy

requirements, reduce transport demand and to cope with changing weather patterns.

To do this, we have to transform the way buildings are designed, connected, constructed, managed and used. The draft Local Development Framework (LDF) addresses this by considering the carbon impacts of location, built form and transport. The overall development pattern will seek to reduce journeys by private car. Government has announced that all new homes must be carbon neutral by 2016. To help develop the skills required by this policy, major developments in Leeds will be encouraged to either use on-site renewable energy or have lower CO₂ emissions than required by Building Regulations.

We are lucky in Leeds that we have some forward-thinking developers who already see the business benefits of low carbon buildings. We will work with them to help make their aspirations a reality. We will use the good examples that are coming through from these leading developers to challenge other developments to raise them up to a higher standard.

Leeds Priorities for Action:

- Develop and enforce appropriate planning policies and guidance within the LDF and Sustainable Construction Supplementary Planning Document
- Develop skills in Leeds City Council to advise developers on carbon reductions from major developments and renewables applications.

Leeds Future Vision

By 2011, some major low and zero carbon developments have been built and key developers and planning policies both support low carbon development.

Low Carbon Energy Infrastructure

If we are serious about meeting long-term emissions reduction targets, we will have to reduce carbon emissions from energy needed for heating, cooling, lighting and power. This means investing now in clean, local energy generation, known as decentralised energy.

To date, we only have a few examples of decentralised energy in Leeds and most of these are small scale. The largest site is the combined heat and power (CHP) plant at Leeds General Infirmary (LGI), which has been providing heating, cooling and electricity to both the hospital and parts of the University of Leeds since the 1970s. The other large examples are the five landfill sites in Leeds that have the capacity to provide 10MW of electricity – enough for about 5,000 homes. There are also small generators, such as the hydroelectric plant in Otley, the photovoltaic panels on Park Lane College, a mix of technologies including biomass heating at the University of Leeds and demonstrations of technologies at the Meanwood Valley Urban Farm and Skelton Grange.

Now, some developers are coming up with low carbon energy proposals as part of mainstream developments in Leeds. These include community heating for Eastgate, Holbeck Urban Village and the Civic Quarter; large-scale renewables, including wind turbines, at various sites and the potential to generate energy from the residual waste solution. We will therefore work to support developers from the earliest stages of scheme development to ensure that the plans are appropriate for Leeds and can be successfully implemented. We will also develop planning policies that identify the parts of the city that are most appropriate for different technologies. Where possible, we will use council or Leeds Initiative partner land to help develop low carbon energy infrastructure.

Leeds Priorities for Action:

- Work with Partnership for Renewables to investigate the potential for renewable electricity generation on council owned land
- Conduct a feasibility study to assess the potential to expand LGI/University CHP scheme to much broader area in city centre
- Work with Yorkshire Forward to develop a mechanism to support cost-effective major carbon reduction programmes.

Leeds Future Vision

By 2011, we will have developed major renewable energy and community heating plans that significantly reduce emissions and will be ready to start building them.

Key Adaptation Activities

No matter what we do to reduce emissions, Leeds will still experience some climate change. This is because it takes between 30-40 years for the atmosphere to react to carbon dioxide that has already been released. We will take this seriously and work to understand what the likely short, medium and long-term impacts will be. We will then put in place plans to address the risks before they harm our way of life.

Risk Assessment and priority interventions

Climate change adaptation has already been recognised as a priority for Leeds. The Leeds Strategic Plan has adopted National Indicator 188 (planning to adapt to climate change) as one of our 32 priorities. This means that we are committed to working together as a city partnership to understand the key risks and to put in place a programme of measures to reduce or cope with the risks.

We are fortunate in Leeds that we have access to essential data from our weather station and that we have already started adaptation action. Our Community Risk Registers identify seven key climate risks (major river flooding, urban flash flooding, drought, heatwaves, storms & gales, tornados and low temperatures & heavy snow) all of which, except drought, are rated as high risk. The Major Emergency Plan

identifies severe weather and flooding as key risks and sets out a general approach. Flooding (from both rivers and flash flooding) is the most important current climate risk. The Water Asset Management Group has already taken action to reduce gully flooding and to help households cope in particularly vulnerable places. City partners are now developing proposals for a city centre flood defence scheme.

We now need to understand the less obvious climate risks and the knock on effects for the city of major events. We will concentrate on health and social care, transport and utilities, the built environment and green infrastructure. For each of these sectors we will work with partners across the city to identify key risks and develop adaptation action plans. We will also collect and develop resources that can help individuals and organisations to understand how impacts will effect them and what they can do to prepare.

Leeds Priorities for Action:

- Work with the Environment Agency and others to develop and deliver an appropriate Flood defence scheme to protect Leeds city centre
- Work with partners across Leeds to deliver NI188, to identify key climate risks and priority actions
- Develop and trial a methodology for detailed vulnerability mapping of key climate risks across the city.

Leeds Future Vision

By 2011, we will have developed a clear understanding of what the key climate risks are for Leeds, which parts of the city are most vulnerable, and have a clear plan to make Leeds more resilient.

Key Cross-Cutting Activities

As well as specific carbon reduction and adaptation actions, to prepare Leeds for climate change will require programmes of cross-cutting activities. The consultation was clear that partners in the city expect Leeds City Council to coordinate climate change activity across Leeds. The Council can do this by providing clear and impartial information and by leading by example.

Information Collation, Coordination and Inspiration

Our research has shown that there is plenty of information on climate change, but it's not always held in the right place or in the right format. We don't want to duplicate information that is already available, instead we will provide an easy way for different audiences in Leeds to pick up useful, action-orientated information. We will do this by developing the Leeds Initiative website to become a resource centre for both individuals and organisations in the city. We will also identify opportunities for partners to work directly together on shared activities and coordinate this work.

Providing information is important, but won't win hearts and minds. We need to provide inspirational examples that people can relate to. We need to demonstrate that there are thousands of other people taking action on climate change. We need to turn climate change from simply a threat to an opportunity. We need to show that climate positive actions can be fun, not a sacrifice.

Working as a city to provide this inspiration is critical. We have already developed two resources to deliver this: the Leeds Climate Pledge and Leeds Climate Charter. The Pledge provides individuals with tips for action related to their interests and positive success stories from their peers. The Charter allows organisations to commit to take action on business critical climate change issues and will share successes between participants. Collectively, the two will clearly demonstrate that people and organisations are working to tackle climate change in Leeds. We will also deliver the climate change communications strategy and focus on developing a climate festival to celebrate positive action on climate change.

Leeds Priorities for Action:

- Develop a 'Climate Change Centre of Excellence' for Leeds, hosted on the Leeds Initiative website
- Deliver a Climate Festival in 2010 in partnership with the community in Leeds
- Deliver the climate change communications strategy in partnership with communication outlets throughout Leeds, focusing on the Charter and Pledge.

Leeds Future Vision

By 2011, we will have made key Leeds climate change information easily available, partnership activities will be well coordinated and we will have inspired mass action to reduce emissions.

Moving to a Low Carbon Economy

The ability of Leeds businesses to cope with the threats of climate change, and to develop products and services to take advantage of the opportunities, will underpin a successful future economy. Long-term trends indicate that rising resource costs and increased environmental taxes will impact on all businesses. Environmental goods and services will be required by all to reduce these costs. We need to encourage businesses to take early action to avoid costs, which will create additional demand for low carbon goods and services. By supporting our businesses to develop these goods and services and the skills to deliver them will help to build a resilient future economy, with local demand met by local supply.

However, in Leeds we currently don't understand fully the implications of moving to a low carbon economy and the opportunities that this presents. We will therefore work through the Economy and Skills partnership to develop a better understanding of economic risks and opportunities and to identify a skills development programme.

We plan to base this economic assessment on a downscaled Stern review for the city region, working in partnership with the University of Leeds.

Leeds Priorities for Action:

- Complete an assessment of the economic value of the risks and opportunities from climate change in Leeds and reflect these findings in future plans
- Work with the Economy and Skills partnership to jointly understand the skills gaps and new skills required to achieve a low carbon, resilient, economy.

Leeds Future Vision

By 2011, the economic imperative of successfully tackling climate change is clear to the Leeds business community and a skills development programme has been agreed to help develop the low carbon economy.

DRAFT

Monitoring and Review Process

Each year, we will provide a brief update on progress against the priorities for action contained in this *Vision for Action*. This will be conducted through the Leeds Climate Change Partnership, the Leeds Initiative strategy group with responsibility for driving this forwards. In 2011, we will assess progress towards the vision for 2011 and put in place a detailed action plan to ensure progress towards the vision for 2021.

Acknowledgements

We would like to thank the 100 organisations that contributed to the development of the consultation document, for freely giving their time and expertise. We would also like to thank all the 60 organisations and individuals who submitted specific comments on the strategy and particularly the following organisations who completed the detailed consultation questionnaire:

ARUP	BITC	BTCV
Christian Aid	Climate Change Café	Connect Housing
Education Leeds	Edward Walker Architects	Environment Agency
Envirowise	Friends of the Earth	GOYH
Groundwork Leeds	Headrow Housing Association	Horsforth Climate Change Group
Leeds City Council	Leeds Federated Housing Association	Leeds Health Protection Agency
Leeds Jewish Housing Association	Leeds Primary Care Trust	Leeds Teaching Hospitals
Leeds Union Green Action	Leeds Voice Environment Forum	Leeds WDM
Medsin Leeds	Permaculture Association	Radio Aire
Red Squirrel Media	Roundhay Environmental Action Plan	RSPB
Stop Climate Chaos	Sustrans	Tangram Housing Group
The Chartered Institute of Logistics and Transport (UK)	TIDAL (Trade Injustice and Debt Action Leeds)	University of Leeds
we3 Recycle Limited	Wingfinger Graphics	

Inside Back Cover

(flap for a tuck in action plan/update)

Report of the Head of Scrutiny and Member Development

Scrutiny Board (City Development)

Date: 10th February 2009

Subject: City Centre Park

**Electoral Wards Affected: All
in particular City & Hunslet**

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

1.0 Introduction

- 1.1 At the Board's last meeting Members asked for a report on the proposals for a city centre park.
- 1.2 A report by the Director of City Development on this matter is to be considered by the Executive Board on the 13th February 2009. Papers for this meeting will be released and dispatched on the 5th February 2009.
- 1.3 In the circumstances this report will be sent to all Members of the Scrutiny Board on the 5th February 2009.

2.0 Recommendation

- 2.1 Members are asked to
 - (i) note and consider the report of the Director of City Development which was not available at the time the agenda and papers for today's meeting were dispatched.
 - (ii) consider what, if any, further information or comments the Board wishes to make.
 - (iii) be informed of the decision of the Executive Board after its meeting on 13th February 2009.

Background Papers

None used

This page is intentionally left blank



Report of the Chief Recreation Officer

Scrutiny Board (City Development)

Date: 10th February 2009

Subject: Roundhay Mansion Update

Electoral Wards Affected:

Roundhay



Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

1.0 Purpose Of This Report

- 1.1 To update Members of Scrutiny on the current position with regard to the Roundhay Mansion.

2.0 Background

- 2.1 Members of Scrutiny will be aware that the main part of Roundhay Mansion has been vacant since 2003 following Craven and Gilpin surrendering their lease. In 2008 the Council progressed with the remarketing of the Mansion House on the basis that the Council would make a capital contribution to landlord's improvements.

- 2.2 Further to this exercise Executive Board agreed to select Dine Hospitality Limited as the preferred operator for the Mansion House In detail Executive Board resolved the following:

"That approval be given to the granting of a lease of Roundhay Mansion to Dine Hospitality Limited on the terms as outlined within the confidential schedule of offers circulated at the meeting".

3.0 Main Points

- 3.1 As a consequence of the resolution highlighted above officers have sought to complete an Agreement for Lease between the Council and Dine Hospitality Ltd for the Roundhay Mansion. This Agreement for Lease was completed on the 23rd December 2008. In addition to this progress, Planning Permission and Listed Building Consent was approved on the 20th January 2009 for the proposed remodelling works to the interior of the building together with the installation of a new fire escape. A license for civic weddings and liquor license have also been secured by Dine Hospitality Ltd.

3.2 Now that the approvals identified above are in place Dine Hospitality Ltd are progressing with their remodelling proposals. In summary their programme is outlined below:

6-27 February	Contractor Tender Period
27 Feb - 13 March	Evaluate tenders
30 March - 18 June	Contractor on site
22 June	Handover to Dine
27 July	Open Cafe to public
1 September	Open Functions to public

3.3 The Council is liaising closely with Dine Hospitality Ltd to monitor their progress on the implementation of the work. Dine Hospitality Ltd are also currently marketing the Mansion so that they can maximise the building's potential when it is open.

4.0 Recommendation

4.1 Members are asked to note the current progress with the letting of Roundhay Mansion.

Background Papers

None used

Report of the Head of Scrutiny and Member Development

Scrutiny Board (City Development)

Date: 10th February 2009

Subject: **Draft Statement A660 Corridor Transport Issues following Request for Scrutiny**

Electoral Wards Affected: All in particular
 Headingley
 Hyde Park & Woodhouse
 Weetwood

Specific Implications For:

- Equality and Diversity
- Community Cohesion
- Narrowing the Gap

1.0 Introduction

- 1.1 At its meeting on 13th January 2009 Members considered a request for scrutiny from the North West (Inner) Area Committee concerning proposals by the Chief Highways Officer to carry out improvements of the pedestrian facilities at the junction of Clarendon Road and Woodhouse Lane. This would include new controlled facilities across the Clarendon Road leg of the junction under phase 1 of the improvements to be carried out along the A660.
- 1.2 In addition to the junction improvements the proposed works would include the reconfiguration of the traffic signals and address the sub standard bus stop facilities by providing a bus priority facility.
- 1.3 The Board having heard from Councillor Monaghan, Chair of the North West (Inner) Area Committee and the Chief Highways Officer, agreed that a draft Statement be prepared for today's meeting.

2.0 Draft Statement

- 2.1 A copy of the draft Statement and recommendations is attached for Members consideration.

3.0 Comments on the Draft Statement

- 3.1 In accordance with the Council Procedure Rules comments have been invited from the appropriate Director and Executive Board Member and will be reported to the Board prior to consideration of the Statement.

4.0 Recommendations

- 4.1 Members are asked to consider the attached statement having regard to any comments which might be received from the relevant Director and Executive Board Member.

Background Papers

This page is intentionally left blank

DRAFT 3

**Statement of
Scrutiny Board (City
Development)
on the
A660 Corridor Transport
Issues**

Introduction



1. The Scrutiny Board (City Development) on 13th January 2009 considered a request for scrutiny from the North West (Inner) Area Committee. The Committee was concerned at proposals by the Chief Highways Officer to carry out improvements in the vicinity of the junction of Clarendon Road and Woodhouse Lane. This would include new controlled facilities across the Clarendon Road leg of the junction under phase 1 of the improvements to be carried out along the A660.
2. In addition to the junction improvements the proposed works would include the reconfiguration of the traffic signals and address the sub standard bus stop facilities by providing a bus priority facility.
3. The Scrutiny Board was informed that the North West (Inner) Committee is opposed to phase 1 of this scheme and has asked the Scrutiny Board to consider the proposed scheme, the consultation process and background to the officer delegated decisions being withdrawn for phase 1 of this scheme.
4. The Scrutiny Board was also asked to consider the rationale behind the decision by officers to cancel the Scrutiny Board (Central and Corporate) Call-In meeting of 22nd December 2008 regarding the Director of Resources decision to incur the necessary expenditure for the proposed scheme.
5. It was reported that the proposed scheme supports the Council's improvement priorities as set out in the Council's Strategic and Business Plans by contributing to the delivery by 2011
 - ◇ of a range of transport proposals for an enhanced transport system, including cycling and walking.
 - ◇ of improvements to the quality, capacity, use and accessibility of public transport services in Leeds.
 - ◇ of improvements to the condition of the streets and transport infrastructure by carrying out a major programme of maintenance and improvements.
 - ◇ of improvements to road safety in the city.

Outline of Events & Background

6. We were advised by the Chief Highways Officer that he received a report at the Joint Highways and Transport Board on the 24th November 2008 which sought his approval under the Council's officer delegation scheme to progress the design and public consultation for phase 1 of this scheme and to seek the approval of the Director of Resources to incur expenditure. He was advised that consultation with Ward members, the North west (Inner) Committee and other interested parties had taken place and that no substantial objections to the proposals had been received.
7. The Chief Highways Officer subsequently took the delegated decision to approve phase 1 of this scheme which was signed on the 24th November, published on the 28th November 2008 and on which the potential for Call-In expired on 5th December 2008. A copy of this report is attached as Appendix 1.
8. We noted that there was no request for Call-In regarding the approval to proceed with the design and public consultation for this scheme.
9. We were informed that the Director of Resources signed the Officer delegated decision to incur expenditure for this scheme on the 2nd December 2009, which was published on the 4th December and that the Call-In period was to expire on the 11th December 2008.
10. A request for Call-In was received on the 11th December 2008, signed by two none Executive Members on the grounds that the North West (Inner) Area Committee had not considered this scheme as stated in the report presented to the Chief Highways Officer.
11. In accordance with Scrutiny Procedure Rules this request for Call-In was arranged to be heard by Scrutiny Board (Central and Corporate Functions) on 22nd December 2008.
12. We understand that, as a consequence of concerns being expressed by Ward Members and Members of the North West (Inner) Area Committee, the Chief Highways Officer undertook to review how the consultation process had been applied and the outcome of those consultations.
13. We heard from the Chief Highways Officer that the Joint Highways and Transport Board's report used to support the Officer delegated decision of 24th November to proceed with phase 1 of this scheme contained inaccuracies in paragraph 3.2.3. The Chief Highways Officer acknowledged that the North West (Inner) Area Committee

Outline of Events & Background

had not in fact been consulted on this scheme and that there had been comments made by Members of that committee which had not been included in that report. He was of the view that this was as a result of a misunderstanding between officers and members as to the level of concerns being expressed and not a deliberate act to deceive.

14. As a consequence of the Chief Highways Officer's review the Officer Delegated decisions of the 28th November and 2nd December for phase 1 of this scheme were rescinded on 18th December 2008 and further discussions with members and other interested parties are currently being undertaken.
 15. We were advised that as a result of the Officer Delegated decisions being rescinded the Call-In was no longer valid and the Scrutiny Board (Central and Corporate Functions) meeting to hear the request was cancelled on the 18th December 2008.
 16. On the 18th December 2008 the North West (Inner) Area Committee considered a report of the Director of City Development on the A660 Corridor Transport Issues. A copy of this report is attached as Appendix 2.
 17. The Area Committee referred this matter to this Scrutiny Board for consideration. Full details of the
- Area Committee's resolutions are provided as Appendix 3.
18. We are grateful to Councillor Monaghan and the Officers for their assistance in reviewing this matter.

Comments and Recommendations



19. The Chair referred to emails which had been circulated to him and other members from interested parties stating that this Board would stop this scheme from proceeding as proposed. He stressed that Scrutiny Boards have no Executive powers and can only recommend actions to the relevant Director and Executive Board Member for consideration.
20. We accepted that the decision to cancel the Call-In meeting of the 22nd December 2008 was appropriate as the Officer Delegated decision resulting in the Call-In had been rescinded (see paragraph 15).
21. We heard from Councillor Monaghan, the Chief Highways Officer, the Acting Head of Highways Services and the Transport Strategy Manager and accept that there had been a clear misunderstanding and miscommunication between highways officers and members as to the depth of feeling and objections being made on the proposals for phase 1 of this scheme but that there had been no deliberate action to deceive.
22. However, we note that as early as the 11th November 2008 (at its first meeting in the municipal year of the North West (Inner) Area Committee, Transport Sub Committee meeting, Chaired by Councillor Chastney), concerns were expressed about the scheme, including the proposed bus lane widening and subsequent loss of cycle lane. This should have alerted officers to potential issues with the proposal.
23. We acknowledge that the department wrote to the Chair of the North West (Inner) Area Committee and to ward members and other interested parties as early as the 15th September 2008.
24. We know that the Chief Highways Officer's staff consult widely and regularly with elected members on many schemes, but note that the percentage of responses received back are extremely low. Clearly a lack of response does not automatically mean support for a particular proposal. This is of particular concern when schemes affect more than one ward .
25. We also heard from a representative of the Friends of Woodhouse Moor who had clear concerns as to the proposals contained in phase 1 of the proposed scheme. We noted those concerns and the acknowledgement by the Chief Highways Officer that his report was inaccurate in paragraph 3.2.3 to say that he had not received any adverse comments from Members.

Comments and Recommendations



Recommendation 1

That the Chief Highways Officer review the current consultation process to ensure that at the very least consultees and particularly Elected Members are encouraged to respond to requests and how a nil response to invitations to comment may be interpreted as no objections received or support for a particular scheme or project.

Recommendation 3

That the Chief Highways Officer review the traffic modelling for the proposals at Clarendon Road to ascertain what alternative solutions, if any, are available including options for using the existing road space to make bus lane provision where it is needed.

Recommendation 2

That the Chief Highways Officer review the process by which highways schemes are reported to Area Committees and particularly those that affect more than one ward in order to ensure proper consultation and feedback from all Members of Area Committees on Proposed highways schemes.

26. We acknowledge the views expressed by the Chief Highways Officer that he could not guarantee that the original scheme for phase 1 would not be reintroduced as originally proposed because all options were still being assessed.

27. We appreciate the complexity of traffic movements on the the A660 corridor. The initial assessment of the traffic and transport issues on the A660 has indicated that a case exists for the early investment in the infrastructure of the route to provide improvements in the interim period before the introduction of the proposed New Generation Transport scheme (NGT). As a result early improvements to the junction with Clarendon Road have been developed and consulted upon.

28. We appreciate the comments made by the Chief Highways Office that the development of the A660 corridor generally is at a very early stage. As such we note that further detailed consultation is planned with Ward Members, Area Management, Metro and the bus operators on

Comments and Recommendations



the various elements set out in his reports.

29. We understand that as the various proposals are developed, comments from local stakeholders and residents associations will be taken into account when finalising any proposals and formally reporting on any such proposals.

Recommendation 4

That the Chief Highways Officer ensure that early consultation is carried out in respect to options for making early improvements to the A660 and that this shows the overarching strategy for the corridor to ensure that schemes are not considered in isolation.

Witnesses



Witnesses Heard

- Councillor James Monaghan, Chair North West (Inner) Area Committee
- Mr Garry Bartlet, Chief Highways Officer
- Ms Helen Franklin , Acting Head Highways Services
- Mr Andrew Hall, Transport Strategy manager
- Mr Tom Green representing Friends of Woodhouse Moor

Appendix 1

EXTRACT

REPORT TO THE CHIEF HIGHWAYS OFFICER AND DIRECTOR OF RESOURCES

DATE: 24 NOVEMBER 2008

Subject: **Design & Cost Report**

Scheme Title: A660 WOODHOUSE LANE/CLARENDON ROAD, WOODHOUSE PROPOSED INBOUND BUS/CYCLE LANE AND JUNCTION IMPROVEMENT MEASURES

Capital Scheme Number: 14893

EXECUTIVE SUMMARY

This report is to seek approval for the detailed design and public consultation of a scheme to introduce an inbound bus/cycle lane on the A660 Woodhouse Lane between Rampart Road and Clarendon Road and junction improvement measures at the A660 Woodhouse Lane/Clarendon Road junction and the advertisement of a Traffic Regulation Order (TRO) to introduce the bus/cycle lane.

1.0 PURPOSE OF THIS REPORT

1.1 The purpose of this report is to seek approval for the detailed design and public consultation of a scheme to introduce an inbound bus/cycle lane on the A660 Woodhouse Lane between Rampart Road and Clarendon Road, undertake junction improvement measures at the A660 Woodhouse Lane/Clarendon Road junction and advertise a draft TRO to introduce a bus/cycle lane along the length, as shown on the attached drawing number TMW-17-1183-02C.

2.0 BACKGROUND INFORMATION

2.1 The A660 is currently the most congested transport corridor in Leeds and Metro and the bus operators have stated that this route is of most concern in terms of delays to public transport. As a result of this, the Woodhouse Lane/Clarendon Road junction is the first phase of a proposed package of works to be undertaken along the A660 corridor.

2.2 In recent years, the corridor has endured blight as a result of being part of the former Supertram proposals. These proposals have now been superseded by the New Generation Transport proposals (NGT). However, although the A660 corridor forms part of those proposals, it is currently envisaged that the A660 will not form

Appendix 1

part of the initial scheme. Therefore, it has been agreed between the City Council and Metro that other proposals for the A660 should be developed.

2.3 The Woodhouse Lane/Clarendon Road junction is a current Site for Concern ranked as number 79, in the Council's "Sites for Concern" Accident framework, with 15 personal injury accidents, consisting of 12 slight and 3 serious accidents.

2.4 The site has a very high PV₂ count showing very high pedestrian flows to and from the university. Clarendon Road, adjacent to 'The Library' public house, was recommended for a signalised pedestrian crossing and approved in the Pedestrian Crossing Review in March 2007.

3.0 MAIN ISSUES

3.1 Design Proposals/Scheme Description

3.1.1 It is proposed to introduce an inbound bus and cycle lane, improve the existing traffic signals at the A660 Woodhouse Lane/Clarendon Road junction and introduce pedestrian and cycle facilities in order to improve vehicular and pedestrian movements and reduce the number of injury accidents.

3.1.2 In order to facilitate the provision of the bus priority and improvement scheme, the intentions are to:

- i) provide an inbound bus and cycle lane starting 60m east of Rampart Road by widening the existing carriageway on the north eastern side of Woodhouse Lane;
- ii) widen the existing carriageway on the south western side of Woodhouse Lane to facilitate the proposed bus and cycle lane and aid the maximization of the junction capacity;
- iii) provide formal pedestrian facilities on the Clarendon Road leg of the junction and improve the existing pedestrian facilities on the north western leg of Woodhouse Lane;
- iv) construct pedestrian islands on both legs of Woodhouse Lane and realign the existing central island on the north western leg of the junction to allow for the provision of traffic signals and pedestrian facilities;
- v) take up and relay the existing Yorkstone flagged footways on both sides of the north western leg of Woodhouse Lane and relay/renew the concrete paved footways on the southern leg of Woodhouse Lane outside the university;
- vi) remove 7 no. trees along the north eastern side of Woodhouse Lane, which will then be replaced with 12no. new trees at locations to be agreed with the City Council's Forestry Section;
- vii) undertake all ancillary improvement works necessary for the proper implementation of the scheme including carriageway resurfacing, traffic signing and road markings and street lighting works; and
- viii) advertise and implement a draft TRO to introduce a bus/cycle lane along the A660 Woodhouse Lane.

Appendix 1

3.1.3 All works are to be undertaken within the boundary of the adopted highway and will not encroach onto or affect either Woodhouse Moor or Cinder Moor.

3.1.4 In addition to the above works it is also proposed to undertake a cost benefit analysis on the future phases of work proposed for the A660 Corridor between Clarendon Road in Woodhouse and St Michael's Road in Headingley.

3.1.5 The total estimated staff costs for the required highway works and the cost benefit analysis are £135,000, comprising of £5,000 for the cost benefit analysis and £130,000 design costs, which can be met from the Integrated Transport scheme within the approved Capital Programme and is eligible for 100% Government funding.

3.1.6 The scheme proposals are illustrated on the drawings number TMW-17-1183-02c.

3.2 Consultations

3.2.1 Ward Members and Local MPs: Ward Members and the Local MPs were consulted by letter dated 15 September 2008. One Councilor was concerned about the removal of part of the grass verge to accommodate the proposed inbound bus/cycle lane. Another was concerned about the removal of the existing bus lay-by, which is used illegally by pizza delivery vehicles. He questioned as to where these vehicles will be able to park and was informed that there is ample parking on Raglan Road. No other adverse comments or objections were received.

3.2.2 Emergency Services and Metro (WYPTE): Emergency Services and Metro were consulted by letter dated 15 September 2008. West Yorkshire Police have no objections towards the scheme proposals. Metro identified the need to relocate the inbound bus stop, which will be discussed as part of the detailed design. No other comments or objections were received.

3.2.3 NGT Project Team: The preliminary scheme proposals have been discussed at great length with the NGT Project Team in order to ensure that any proposals implemented at this time would not be detrimental to future NGT proposals.

3.2.3 North West

(Inner) Area Committee: North West (Inner) Area Committee were consulted by letter dated 15 September 2008 with a view to obtaining their comments and those of The Friends of Woodhouse Moor. No adverse comments or objections were received.

3.2.5 Local Residents and Businesses: As part of the ongoing detailed design, a

Appendix 1

substantial consultation process with local residents and businesses will be undertaken and the comments presented to the Joint Highways Board prior to implementation of the scheme.

3.3 Programme

3.3.1 It is anticipated that the detailed scheme design and public consultation can be undertaken during the 2008/2009 financial years, subject to approval.

4.0 IMPLICATIONS FOR COUNCIL POLICY AND GOVERNANCE

4.1 Compliance with Council Policies

4.1.1 Environmental Policy: The proposals contained within this report are in accordance with the aims of the Policy since the improvement works will reduce the number and severity of accidents, thereby creating a safer local environment, and will help encourage the use of public transport.

4.1.2 Mobility: The provision of dropped crossings and pedestrian facilities will provide a positive aid to all pedestrians and ease pedestrian movement across the A660 Woodhouse Lane and Clarendon Road.

4.1.3 Local Transport Plan (LTP): The proposals contained in this report are in accordance with Primary Objectives of the Local Transport Plan: To improve safety, security and health in particular to reduce the number and severity of accidents thereby creating a safe environment, making public transport more accessible for the public and improve the highway network and provide facilities for each road user.

4.1.4 Ethnic minorities, women and disabled people: This report has no implication for ethnic minorities, women or disabled people.

4.1.5 LTP Policy Approval: A Design Instruction was issued by Transport Policies and Programme Section in January 2008

4.1.6 Safety Audit: A Stage 1 Safety Audit was undertaken on the 8 October 2008. Comments based on a preliminary scheme drawing were received from Accident Studies and will be addressed as part of the detailed design process.

4.2 Community Safety

4.2.1 The proposals contained in this report have no implications under Section 17 of the Crime and Disorder Act 1988.

5.0 LEGAL AND RESOURCE IMPLICATIONS

5.1 Scheme Design Estimate

Appendix 1

5.1.1 Funding: The total estimated staff costs for the required highway works and the cost benefit analysis are £135,000, comprising of £5,000 for the cost benefit analysis and £130,000 staff costs, which can be met from the Integrated Transport scheme within the approved Capital Programme and is eligible for 100% Government funding.

5.1.2 Staffing: There are no additional staffing implications arising from these proposals.

5.2 Capital Funding and Cash Flow

Parent Scheme Number : 99609
Title : LTP Integrated Transport Scheme

6.0 CONCLUSIONS

6.1 The proposed introduction of an inbound bus/cycle lane, the improvements to the A660 Woodhouse Lane/Clarendon Road junction and the associated Traffic Regulation Order (waiting and loading restrictions and bus lane) will reduce the number and severity of injury accidents at the A660 Woodhouse Lane/Clarendon Road junction and serve to greatly improve the service and reduce the delays of public transport.

7.0 RECOMMENDATIONS

CHIEF HIGHWAYS OFFICER

7.1 The Chief Highways Officer is requested, subject to approval of the Director of Resources to:

- i) approve the design and public consultation of the junction improvement scheme at the A660 Woodhouse Lane/Clarendon Road junction and an inbound bus/cycle lane along the A660 Woodhouse Lane between Rampart Road and Clarendon Road, as shown on the drawing number TMW-17-1183-02C, at a total cost of £135,000; and
- ii) request the Assistant Chief Executive (Corporate Governance) to advertise the draft Traffic Regulation Order to introduce a bus/cycle lane on Woodhouse Lane as shown on attached drawing number TMW-17-1183-02C and, if no valid objections are received, to make, seal and implement the Traffic Regulation Order as advertised.

7.2 DIRECTOR OF RESOURCES

The Director of Resources is requested to:

Appendix 1

i) note the contents of the report; and

ii) give authority to incur expenditure of £135,000 staff costs comprising £5,000 for the cost benefit analysis and £130,000 design costs, to be met from the Integrated Transport scheme 99609 within the approved Capital Programme.

8.0 BACKGROUND PAPERS

- A design instruction issued by the Transport Strategy Group in January 2008.
- Consultation letters to Ward Members, local MP, Emergency Services and Metro.
- NGT Preliminary Proposals.
- Traffic Survey Results.

Appendix 2

Extract

Report of the Director of City Development

To: Inner North West Area Committee

Date: 18th December 2008

Subject: A660 Corridor Transport Issues

Executive Summary

The report outlines early work to identify interim measures for improving movement within the A660 corridor in particular for bus transit, pending the longer term development of proposals for the New Generation Transport system. More specifically the report summarises initial scheme proposals that have been developed to improve pedestrian facilities at the A660 junction with Clarendon Road and to address bus stop and priority issues at this site.

1.0 Purpose of This Report

1.1 This report outlines proposals for development of traffic and transport measures for the A660 corridor.

2.0 Background Information

2.1 The A660 corridor has been identified as part of the proposed New Generation Transport (NGT) scheme which is being developed as a replacement for the former Leeds Supertram scheme. Phase 1 of this scheme has been endorsed by the Regional Transport Board for the Regional Funding Allocation (RFA), and Phase 2 which includes the A660 is due to be considered by the RTB in January 2009. However, if the funding is endorsed a start of construction is not likely before 2014 at the very earliest.

2.2 In view of the NGT timetable. Investigations are being undertaken to develop an interim package of measures that will provide early improvements, especially to the reliability and timing of bus services. These proposals will be designed to be compatible, as far as possible, with the ultimate NGT scheme.

Appendix 2

3.0 Main Issues

- 3.1 Studies assessing congestion on the major radials in the Leeds District have shown the A660 to be one of the most congested. Morning peak inbound traffic speeds were among the lowest of those studied and similarly the evening peak speeds outbound were the lowest in the district.
- 3.2 Peak traffic flows on this corridor are low in comparison to other major radials, however bus patronage is amongst the highest. Given the higher than average ratio of bus users to car users, there is potential for bus priority measures to be particularly effective on this corridor with significant benefits for existing and future passengers.
- 3.3 Issues of reliability and timing for the large number of bus services are a matter of continuing concern for passengers and the local community. These concerns are shared by the Council, Metro and the bus operators.
- 3.4 High flows of pedestrians and cyclists are also a feature of the inner sections of the A660 route. Surveys indicate over 100 cyclists traveling towards Leeds city centre in the busiest peak hour.
- 3.5 There are also a number of issues with regard to road safety with the junctions at Rampart Road, Hyde Park Corner, North Lane, Shaw Lane and the Ring Road identified in the Council's sites for concern listings. There is also a long standing aspiration to improve the provision for pedestrians at the junction with Clarendon Road and to address the very poor bus facilities at this location. In addition, a study for Leeds Cycling Action Group and funded by the area committee has identified issues relating to cycling.
- 3.6 Traffic surveys indicate the following key data in relation to this corridor:
- Bus flows – There are 27 service buses (34 south of Clarendon Road) scheduled each way in the peak hours along this corridor. Journey time data shows considerable variation at all times of day but particularly in the peak where variability is almost twice as high as the inter-peak. In the evening peak outbound buses have the lowest speeds on any radial route in Leeds, averaging well below 10mph for the entire length of the route. For example between Hyde Park Corner and Headingley centre buses take an average of ten minutes longer than at other times
 - Bus patronage – Over 2500 passengers use services on the A660 during the morning peak with similar levels in the evening. Services are also very well used during the off-peak periods.

Appendix 2

- Traffic flow – Whilst relatively low in comparison to other key radials, congestion has similar effects on journey time and public transport reliability to those experienced elsewhere on the network. Flows in the morning peak have reached 1897 vehicles, whilst the evening peak flows are slightly lower at 1726 vehicles.
- Cycle flow – Cycle traffic is relatively high on this corridor with around 175 cyclists observed throughout the morning peak, with similar flows in the evening albeit dispersed over a longer period.
- Pedestrian flows – There are heavy pedestrian flows along this corridor at peak periods particularly South of Headingley centre. All crossing points along the route are busy including (but not limited to) the main junctions at Hyde Park Corner and Clarendon Road. Morning counts indicate an hourly total of 634 pedestrian crossing movements at the Woodhouse Lane/Clarendon Road junction.

3.7 The delays and congestion affecting bus movements in this corridor are such that it is considered that there is a strong case in conjunction with the other issues identified to identify interim measures for introduction prior to the proposed NGT scheme.

4.0 Proposals

4.1 In order to address the issues identified above, initial desk top studies have been undertaken to identify where measures might have the greatest impact in reducing some of the key problems along this route. These key locations are identified on the plan provided on the route plan at Appendix 1 and discussed further as follows.

4.2 Whilst ideally the range of problems described above would be tackled as part of a single integrated scheme, their complexity is such that it may be more practical to bring forward proposals in a phased manner as their evaluation and development proceeds. At the present time approval has been granted for the fees needed to develop to a more detailed level the outline proposals identified below for the Clarendon Road junction and to take forward further investigation and development of solutions for the other issue identified later in this section.

Woodhouse Lane Clarendon Road (Section 1)

Appendix 2

4.3 As a first stage outline proposals for the provision of improved pedestrian facilities at the junction of Clarendon Road and Woodhouse Lane including new controlled facilities across the Clarendon Road leg of the junction. This has been a long standing request. At the same time as part of the junction works, which require the reconfiguration of the traffic signals it is proposed to take the opportunity to address the sub standard bus stop facilities by providing a bus priority facility. Details of the outline scheme are included in Appendix 2 and identified as Section 1 on the route plan.

4.4 Elsewhere on the A660 corridor, using the data described in Section 3, a number of key locations are currently being examined further prior to bringing forward outline proposals for further discussion and consultation.
Hyde Park Corner area (Section 2)

4.5 This site and the adjacent Rampart Road junction are both identified in the Council's road injury sites for concern. At Hyde Park Corner there are long standing issues concerning the adequacy of the existing pedestrian facilities and also the present layout is not best suited to the movement of traffic with a number of conflicting turning movements. At the same time the traffic signal installation is dated and does not provide for the most efficient priority to be given to public transport movements. In terms of Rampart Road there are particular issues relating to the turning movements onto and off the A660 which could be addressed by the introduction of traffic signals integrated with improvements at Hyde Park Corner and the proposals for the Clarendon Road junction.

Hyde Park Corner to Headingley Centre (Section 3)

4.6 As identified earlier, in the outbound direction this location is a major source of delay to bus services. Taking a typically peak hour outbound flow of 1200 passengers, these extra peak delays with a cumulative cost to passengers of around 200 hours in travel time and in this context there is a compelling economic case for action, aside from the real benefits that could accrue to passengers. It is likely that the most effective measure would be the provision of an outbound bus lane which has been investigated. Such a proposal would have implications for the present cycle lane provision which would require to be modified and further advice is being taken on this matter.

Headingley Centre and Otley Road (Section 4)

4.7 A study is being undertaken to assess what steps can be taken to improve conditions in Headingley Centre in particular in terms of the bus queuing and stopping arrangements. Similarly the section of route between Shaw Lane and the Ring Road is being examined, including the junctions with Weetwood

Appendix 2

Lane and Church Wood Avenue. This work will form the basis for developing and consulting on possible solutions during 2009.

A6120 Ring Road junction (Section 5)

- 4.8 This location has been identified as requiring improvements as part of the NGT with particular issues relating to the need for improved public transport priorities, together with formal provision for pedestrians and cyclists across all legs of the junction. In this regard an outline bid for resources to be allocated from the Regional Funding Allocation has been submitted to the Regional Transport Board for the improvement of key junctions along the A6120 route including the A660. Subject to the development of detailed proposals and the approval of the Department for Transport this scheme could begin on site in 2014.

A660 North of the A6120 (Section 6)

- 4.9 Whilst the NGT scheme will include proposals for a park and ride site at Bodington and the associated priority facilities, at the present time the Council does not have sufficient resources from its core LTP funding to bring forward a scheme of this magnitude without specific major scheme funding. Therefore, work is being undertaken with the NGT project team to evaluate the options for bringing forward this scheme earlier. Any further decisions on this element of the scheme will need to await the decisions of the Regional Transport Board concerning the bid for Phase 2 of the NGT scheme.

5.0 Implications for Council Policy and Governance

5.1 Compliance with Council Policies

- 5.1.1 Environmental Policy: The proposals contained within this report are in accordance with the aims of the Policy in that the improvement works will reduce the number and severity of accidents thereby creating a safer local environment and will help encourage the use of public transport.

- 5.1.2 Mobility: The provision of dropped crossings and pedestrian facilities will provide a positive aid to all pedestrians and ease pedestrian movement across the A660 Woodhouse Lane and Clarendon Road.

- 5.1.3 Local Transport Plan (LTP): The proposals contained in this report are in accordance with Primary Objectives of the Local Transport Plan: to improve safety, security and health in particular to reduce the number and severity of

Appendix 2

accidents thereby creating a safe environment, making public transport more accessible for the public, improve the highway network and provide facilities for each road user

5.1.4 Ethnic minorities, women and disabled people: This report has no implication for ethnic minorities or women.

5.2 Legal and Resource Implications

5.2.1 Funding: With the exception of the scheme at the Ring Road roundabout (which is the subject of a major scheme bid) it is anticipated that the potential capital costs of any measures agreed will be met from the Council's Local Transport Plan funding

5.2.2 Staffing: There are no additional staffing implications arising from these proposals.

6.0 Consultation

6.1 Ward Members have been consulted on the proposals for Clarendon Road and have supported the outline proposals. Members of the Area Committee have requested further discussion of these proposals especially with regard to the proposed bus measures and the proposals were presented to the Area Committee's transport sub group at its 11th November meeting. Funding for the final proposals will require a further approval once detailed consultation and design has been completed.

6.2 NGT Project Team: The preliminary scheme proposals have been fully considered with the NGT Project Team in order to ensure that any proposals implemented at this time would not be detrimental to future NGT proposals.

6.3 The development of the corridor generally is at very early stage with further detailed consultation planned with Ward Members, Area Management, Metro and the bus operators on the various elements set out in this report.

6.4 Residents, businesses and stakeholders: As the various proposals are developed, comments from local stakeholders and residents associations will be accepted and taken into account in the finalisation of any proposals and formal reporting of the proposals.

7.0 Conclusions

7.1 The initial assessment of the traffic and transport issues on the A660 indicates that a case exists for the early investment in the infrastructure of the route to

Appendix 2

provide improvements in the interim period before the introduction of the proposed NGT scheme. As a result of this work early improvements to the junction with Clarendon Road are being developed and consulted upon.

8.0 Recommendations

8.1 Members are requested to note and comment on the content of this report.

9 Background information

9.1 There are no background papers supporting this report.

Appendix 3

EXTRACT FROM THE MINUTES OF THE NORTH WEST (INNER)AREA COMMITTEE OF 18TH DECEMBER 2008

A660 TRANSPORT CORRIDOR ISSUES

- a) That the contents of the report and appendices be noted.
- (b) That in respect of the Design and Cost Report dated 24th November 2008 submitted by the Chief Highways Officer and Director of Resources for the detailed design and public consultation on the A660 Woodhouse Lane/Clarendon Road, Woodhouse Proposed Inbound Bus/Cycle Lane and Junction Improvement Measures, this report be referred to the Scrutiny Board (City Development) for discussion, together with addressing the rationale behind a decision by officers to cancel the Scrutiny Board (Central and Corporate) Call-In meeting on 22nd December 2008 to consider the officer delegated decision on this scheme from the Director of Resources.
- (c) That in respect of the former officer delegated decision of the Chief Highways Officer in relation to the A660 Woodhouse Lane/Clarendon Road, Woodhouse Proposed Inbound Bus/Cycle Lane and Junction Improvement Measures, this Committee requests that this decision be withdrawn by the Chief Highways Officer.
- (d) That this Committee unanimously opposes the first phase of the design proposals of works to be undertaken along the A660 corridor and requests the Chief Highways Officer to cancel this scheme.
- (e) That this Committee supports the principle of improvements to the A660 corridor within the North West Inner area and requests full consultation to be undertaken on the proposals.
- (f) That this Committee supports the proposal for a Inner North West Transport Strategy being developed, with specific reference to parking provision, cycle and bus use to reduce unnecessary car journeys along the A660 and that this issue be debated at the Transport Sub Group.

Report of the Head of Scrutiny and Member Development

Scrutiny Board (City Development)

Date: 10th February 2009

Subject: Leeds Flood Alleviation Scheme Design Vision and Guide

**Electoral Wards Affected: All
in particular City & Hunslet**

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

1.0 Introduction

- 1.1 At the Board's last meeting Members asked for an update report on the progress of a flood alleviation scheme for Leeds.
- 1.2 A report by the Director of City Development on this matter is to be considered by the Executive Board on the 13th February 2009. Papers for this meeting will be released and dispatched on the 5th February 2009.
- 1.3 In the circumstances this report will be sent to all Members of the Scrutiny Board on the 5th February 2009.

2.0 Recommendation

- 2.1 Members are asked to
 - (i) note and consider the report of the Director of City Development which was not available at the time the agenda and papers for today's meeting were dispatched.
 - (ii) consider what, if any, further information or comments the Board wishes to make.
 - (iii) be informed of the decision of the Executive Board after its meeting on 13th February 2009.

Background Papers

None used

This page is intentionally left blank



Originator: Richard Mills

Tel:247 4557

Report of the Head of Scrutiny and Member Development

Scrutiny Board (City Development)

Date: 10th February 2009

Subject: Current Work Programme

Electoral Wards Affected: All

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

1.0 Introduction

- 1.1 Appendix 1 to this report provides Members with a copy of the Board's current Work Programme.
- 1.2 Appendix 2 is the current Forward Plan of Key Decisions for the period 1st February to 31st May 2009.
- 1.3 Appendix 3 provides Members of the Board with the latest Executive Board minutes

2.0 Recommendations

- 2.1 The Board is requested to:
 - (i) Determine from these documents whether there are any additional items the Board would wish to add to its Work Programme.
 - (ii) Receive and make any changes to the attached Work Programme following decisions made at today's meeting.

Background Papers

None used

Item	Description	Notes	Type of item
Meeting date – 10th February 2009			
Climate Change Strategy	To consider a report on the development of a climate change strategy	This is to give the Board the opportunity to comment on the <i>Leeds Climate Change Strategy: Vision for Action</i> prior to submission to Executive Board and Full Council for approval.	DP
Flood Alleviation Scheme	To consider a report on the Flood Alleviation Scheme for the City	This is dependent upon the Environment Agency and the Executive Board as to whether details will be available for this meeting.	B
A660 Corridor Transport Issues	To consider a draft Statement and recommendations on the A660 Corridor Transport Issues	This was a request for Scrutiny by the North West (Inner) Area Committee of 18 th December. The Board agreed to consider a draft statement and recommendations at today's meeting.	RFS

Key:

CCFA / RFS – Community call for action / request for scrutiny

RP – Review of existing policy

DP – Development of new policy

MSR – Monitoring scrutiny recommendations

PM – Performance management

B – Briefings (Including potential areas for scrutiny)

SC – Statutory consultation

CI – Call in

Item	Description	Notes	Type of item
Meeting date – 17th March 2009			
Provision for Cyclists Across the City	To consider a report by the City Development department on the provision for cyclists across the city	The Board requested an initial report with a view to undertaking a suitable inquiry on this issue. It was originally listed for the Board meeting on 13 th January but the report could not be made available until March 2009.	B
Sustainable Communities Act	To consider a report on the Sustainable Communities Act and its implications for Leeds and a draft action plan for developing and preparing a submission by Leeds City Council to the Selector.	Comments on the proposed submission are being sought from all Scrutiny Boards with a view to Council considering this matter in June and agreeing a final submission in July 2009.	DP
Performance Management Information	To receive performance information relating to City Development for Quarter 3.	This is the usual Quarterly report.	PM
Residents Parking Schemes – Completed Inquiry	To receive a report from the Directors of City Development & Environment & Neighbourhoods Initial response and progress with regard to Board s final report and recommendations	Council on 28 th January agreed that initial responses & progress from Directors are now considered by the Executive Board prior to being presented to the relevant Scrutiny Board. Executive Board are scheduled to consider this in February	

Key:

CCFA / RFS – Community call for action / request for scrutiny

RP – Review of existing policy

DP – Development of new policy

MSR – Monitoring scrutiny recommendations

PM – Performance management

B – Briefings (Including potential areas for scrutiny)

SC – Statutory consultation

CI – Call in

Item	Description	Notes	Type of item
Meeting date – 21st April 2009			
Management and Capacity of the Planning Compliance Service	Progress report on the Management & Capacity of the Planning & Compliance service	This was requested by the Board on the 18 th November 2008 for Spring 2009.	RP/DP
Economic Development Strategy / Agenda for Improved Economic Performance	To consider this strategy prior to its consideration by the Executive Board in January 2009	New Plan Added to the Budget and Policy Framework on 22/5/08(CG&A on 14/5/08). This will not now be available until Spring 2009.	DP
Annual Report	To approve the Board's contribution to the Scrutiny Boards Annual Report 2007/08		

Key:
 CCFa / RFS – Community call for action / request for scrutiny
 RP – Review of existing policy
 DP – Development of new policy
 MSR – Monitoring scrutiny recommendations
 PM – Performance management
 B – Briefings (Including potential areas for scrutiny)
 SC – Statutory consultation
 CI – Call in

Comments and Outstanding issues

1. The Board on 16th December 2008 asked to be provided with a further report on what short term improvements could be made to reduce traffic congestion at the A661 King Lane junction with the Ring Road. This is in the course of preparation and will be submitted to the Board as soon as it is available.
2. The Board on 16th December asked that further scrutiny be undertaken of the work to be carried out to the City Varieties during 2009.
3. Possible issue raised by the Board in June 2008 for consideration later in the year - Review of the Environmental Policy and EMAS.
4. Updates on the City Centre Park and Mansion House requested at the Board's February meeting 2009.
5. Review of the Loop and major arterial routes onto it. This is to consider a review of the Loop following completion of modelling work undertaken on by the City Development department. This modelling work only commenced in late January 2009 and there will be nothing to report on until June 2009 at the earliest.

Key:

CCFA / RFS – Community call for action / request for scrutiny

RP – Review of existing policy

DP – Development of new policy

MSR – Monitoring scrutiny recommendations

PM – Performance management

B – Briefings (Including potential areas for scrutiny)

SC – Statutory consultation

CI – Call in

LEEDS CITY COUNCIL

FORWARD PLAN OF KEY DECISIONS

For the period 1 February 2009 to 31 May 2009

Appendix 2

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
Highway Structures Capital Maintenance, Assessment and Strengthening 2009/10 Approval of Design and Cost report and authority for the design and implementation of a programme of Highway Structures Capital Maintenance works, comprising maintenance, assessment and strengthening works for the 2009/10 financial year.	Chief Highways Officer	2/2/09	Standard internal consultation.	Design and Cost Report	Director of City Development carolyn.walton@leeds.gov.uk
Capital Strategy and Asset Management Plan Approval of the Capital Strategy and Asset Management Plan	Executive Board (Portfolio: Development and Regeneration)	13/2/09		The report to be issued to the decision maker with the agenda for the meeting	Director of City Development john.ramsden@leeds.gov.uk

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
School Partnership Trust, Garforth 1. Approval of terms of asset transfer 2. Note of the actions being taken in relation to risks	Executive Board (Portfolio: Development and Regeneration)	13/2/09		The report to be issued to the decision maker with the agenda for the meeting	Director of City Development john.ramsden@leeds.gov.uk
Temple Works Holbeck Leeds To consider proposals for increasing the Art Gallery capacity in Leeds and the future of Temple Works.	Executive Board (Portfolio: Development and Regeneration)	13/2/09	Ward Members and key stakeholders	The report to be issued to the decision maker with the agenda for the meeting	Director of City Development jean.dent@leeds.gov.uk
Leeds Flood Alleviation Scheme: Design Guide & Vision To approve the Design Guide and Vision	Executive Board (Portfolio: Development and Regeneration)	13/2/09	There have been consultations with stakeholders and internally. Joint public consultations will be held in November 2008.	The report to be issued to the decision maker with the agenda for the meeting	Director of City Development

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
Leeds Public Rights of Way Improvement Plan - Final Document To approve the Rights of Way Improvement Plan for Leeds	Executive Board (Portfolio: Leisure)	13/2/09	Members gave their support to undertake the statutory 12 week consultation period which ended on the 31 st October 2008.	The report to be issued to the decision maker with the agenda for the meeting	Director of Development joanne.clough@leeds.gov.uk
City Centre Park In principle support for the development of a City Centre Park.	Executive Board (Portfolio: Leisure)	13/2/09	Members, Officers, CABE, Civic Trust	The report to be issued to the decision maker with the agenda for the meeting	Director of City Development
Parks and Green Space Strategy To seek approval for the publication of the Parks and Green Space Strategy.	Executive Board (Portfolio: Leisure)	13/2/09	Extensive consultation has taken place throughout the development of the strategy with a range of stakeholders and members.	The report to be issued to the decision maker with the agenda for the meeting	Director of City Development

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
Route 51/51A Bus Stop Accessibility Improvements To obtain authority to spend £325,000 to carry out consultation, design and construct improvements to improve accessibility to the bus stops along route 51/51A	Chief Highways Officer	23/2/09	Ward Members, Emergency Services, Metro and adjacent properties	Report to the Chief Highways Officer and Director of Resources	Director of City Development keith.bristow@leeds.gov.uk
Street Design Guide Approval of Supplementary Planning Document	Executive Board (Portfolio: Development and Regeneration)	4/3/09	Already carried out	The report to be issued to the decision maker with the agenda for the meeting	Director of City Development

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
<p>A653 Dewsbury Road Bus Priority Measures, Ring Road Beeston Park Bus Land</p> <p>Permission to construct the scheme, subject to satisfactory funding arrangements being in place on return of tenders. The works are required to provide a quality bus corridor identified in the LTP and are an intrinsic part of the Yorkshire Bus Initiative.</p>	<p>Executive Board (Portfolio: Development and Regeneration)</p>	<p>4/3/09</p>	<p>Initial Member consultation has taken place.</p>	<p>The report to be issued to the decision maker with the agenda for the meeting</p>	<p>Director of City Development</p>
<p>A65 Quality Bus Initiative - Land Acquisition</p> <p>Authority to incur expenditure of up to £2.5 million to acquire lands necessary to construct the A65 QBI Scheme.</p>	<p>Executive Board (Portfolio : Development and Regeneration)</p>	<p>4/3/09</p>	<p>Ongoing Consultation Public Inquiry held in October 2008.</p>	<p>The report to be issued to the decision maker with the agenda for the meeting.</p>	<p>Chief Highways Officer paul.russell@leeds.gov.uk</p>

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
The City Varieties Music Hall Refurbishment Project Approve the incurring of expenditure for the proposed refurbishment	Executive Board (Portfolio: Leisure)	4/3/09	The Executive Member for Development and Regeneration and the Executive Member for Leisure.	The report to be issued to the decision maker with the agenda for the meeting	Director of City Development
City Centre Swimming To agree a capital contribution to the University of Leeds in return for public swimming access to their proposed new pool.	Executive Board (Portfolio: Leisure)	4/3/09		The report to be issued to the decision maker with the agenda for the meeting	Director of City Development
A639 Arla Landslip To approve expenditure necessary to make the carriageway safe and keep this important link open to traffic.	Executive Board (Portfolio: Development and Regeneration)	1/4/09	N/A	The report to be issued to the decision maker with the agenda for the meeting	Director of City Development

Key Decisions	Decision Maker	Expected Date of Decision	Proposed Consultation	Documents to be Considered by Decision Maker	Lead Officer (To whom representations should be made and email address to send representations to)
A647 Armley High Occupancy Vehicle (HOV) Lane Permission to undertake detailed design and implementation of HOV lane	Executive Board (Portfolio: Development and Regeneration)	13/5/09	Internal, and external consultation with Members, Public, Emergency Services and Metro.	The report to be issued to the decision maker with the agenda for the meeting	Director of City Development oliver.priestley@leeds.gov.uk

NOTES

Key decisions are those executive decisions:

- which result in the authority incurring expenditure or making savings over £250,000 per annum, or
- are likely to have a significant effect on communities living or working in an area comprising two or more wards

<u>Executive Board Portfolios</u>	<u>Executive Member</u>
Central and Corporate	Councillor Richard Brett
Development and Regeneration	Councillor Andrew Carter
Environmental Services	Councillor Steve Smith
Neighbourhoods and Housing	Councillor John Leslie Carter
Leisure	Councillor John Procter
Children's Services	Councillor Stewart Golton
Learning	Councillor Richard Harker
Adult Health and Social Care	Councillor Peter Harrand
Leader of the Labour Group	Councillor Keith Wakefield
Leader of the Morley Borough Independent Group	Councillor Robert Finnigan
Advisory Member	Councillor Judith Blake

In cases where Key Decisions to be taken by the Executive Board are not included in the Plan, 5 days notice of the intention to take such decisions will be given by way of the agenda for the Executive Board meeting.

EXECUTIVE BOARD

WEDNESDAY, 14TH JANUARY, 2009

PRESENT: Councillor A Carter in the Chair

Councillors R Brett, J L Carter, R Finnigan,
S Golton, R Harker, P Harrand, J Procter,
S Smith, K Wakefield and J Blake

Councillor Blake – Non voting advisory member

160 Exclusion of the Public

RESOLVED – That the public be excluded from the meeting during consideration of the following parts of the agenda designated exempt on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present there would be disclosure to them of exempt information so designated as follows:

- (a) Appendices A to E to the report referred to in minute 184 under the terms of Access to Information Procedure Rule 10.4(3) and on the grounds that they contain information relating to the financial or business affairs of third parties, and of the Council, and the release of such information would be likely to prejudice the interests of all the parties concerned. Whilst there may be a public interest in disclosure, in all the circumstances of the case maintaining the exemption is considered to outweigh the public interest in disclosing this information at this time.

161 Declaration of Interests

Councillor Wakefield declared a personal interest in the items relating to Developing and Responding to new Governance Arrangements for Schools in Leeds (minute 170) and National Challenge and Structural Change to Secondary Provision in Leeds (minute 171) as a schools and college governor; he also declared a personal interest in the item relating to Transforming Day Opportunities for People with Learning Disabilities (minute 180) as a member of Meanwood Valley Urban Farm.

Councillor Blake declared a personal interest in the item relating to The Leeds Physical Activity Strategy (minute 179) as an NHS Leeds Board member.

162 Minutes

RESOLVED – That the minutes of the meeting held on 3rd December 2008 be approved.

CHILDREN'S SERVICES

163 Deputation to Council - The Need of Local Schools and Communities for Sports Facilities in the Hyde Park Area

Further to minute 122 of the meeting held on 5th November 2008 the Chief Executive of Education Leeds submitted a report in response to the deputation to Council from local Hyde Park residents on 10th September 2008.

RESOLVED – That the response of Education Leeds to the concerns raised by the deputation be noted.

CENTRAL AND CORPORATE

164 Deputation to Council - Communities Against Post Office Closures regarding Post Office Branch Closures in Leeds

The Director of Environment and Neighbourhoods submitted a report in response to the deputation to Council from 'Communities Against Post Office Closures' on 19th November 2008.

RESOLVED –

- (a) That the request and petition received from 'Communities Against Post Office Closures' for the Council to reopen and run closed Post Office branches be noted.
- (b) That a further report be brought to the Board on cost effective ways of working with Post Office Ltd to safeguard and enhance the provision of essential services to communities across the city.

DEVELOPMENT AND REGENERATION

165 UDP Review 2006 "Saved" Policies Assessment

The Director of City Development submitted a report on the conclusions and recommendations from an assessment, undertaken in accordance with government advice, of Unitary Development Plan policies introduced or updated as part of the 2006 UDP review.

RESOLVED –

- (a) That proposals to save and delete UDP (Review 2006) policies as set out in the appendix to the report be approved.
- (b) That the proposals to save and delete UDP (Review 2006) policies as set out in the appendix be submitted to the Secretary of State for approval.

166 The Housing Challenge: The Yorkshire and Humber Plan - 2009 Update

The Director of City Development submitted a report on the comments received following the consultation exercise undertaken as part of the Regional Spatial Strategy Review.

RESOLVED – That the consultation response as appended to the report be approved for submission to the Yorkshire and Humber Assembly.

167 Fish Migration - A Response to the White Paper Motion moved at the meeting of Council held on 2nd July 2008

Further to the decision of Council at the meeting held on 2nd July 2008 the Director of City Development submitted a report in response to the resolution relating to Fish Migration.

RESOLVED –

- (a) That contributions towards the provision of fish passes be sought from appropriate developments in line with current policy and Supplementary Planning Document.
- (b) That the City Council continues to work in partnership with the Environment Agency and British Waterways to achieve fish migration throughout Leeds.
- (c) That support for the provision of fish passes be included within the relevant Area Action Plans.

NEIGHBOURHOODS AND HOUSING

168 The Future Options for Investment in Council Housing

The Director of Environment and Neighbourhoods submitted a report on proposals to undertake an appraisal of the options available for investment in council housing following the completion of the decency programme in 2010/11.

The report presented the following four main categories into which options for consideration would fall:

- 1 Return the stock to the Council
- 2 The continuation of an ALMO model
- 3 Transfer the ownership of the stock to a Housing Association created for the purpose of the transfer
- 4 A mixed approach that could involve ALMOs, PFI, transfer and return to the Council parts of the stock

RESOLVED –

- (a) That approval be given to the commencement of an options appraisal on the future investment in Council housing.
- (b) That an update report be brought to this Board in May 2009.

CHILDREN'S SERVICES

169 Deputation to Council - Woodkirk Valley Football Club regarding the Council's Policy for the Letting of External Sports Pitches and Indoor Training Facilities throughout the Football Season

The Chief Executive of Education Leeds submitted a report in response to the deputation to Council from Woodkirk Valley Football Club on 19th November 2008.

RESOLVED –

- (a) That the concerns expressed by the deputation and the intention of Education Leeds to meet with representatives of the club be noted.
- (b) That the wider policy issues be subject to further consideration by the Directors of Children's Services and City Development which should include reference to access arrangements to PFI schools playing fields and to the potential for Area Committee involvement in the letting arrangements.

170 Developing and Responding to New Governance Arrangements for Schools in Leeds

The Chief Executive of Education Leeds submitted a report presenting a draft Memorandum of Understanding seeking to maximise the City Council's opportunities to contribute towards and influence the governance of Academies and outlining a policy position to support and encourage moves by schools to adopt Trust Status where appropriate.

RESOLVED –

- (a) That the opportunities and implications for governance of the academies and trust schools programmes be noted.
- (b) That the draft Memorandum of Understanding, attached to the report, intended to maximise the opportunities available to the City Council to contribute to and influence the governance of academies, be approved.
- (c) That approval be given to a policy position that supports and encourages moves by schools to adopt Trust Status where a proposal demonstrates:
 - a willingness to engage the City Council as a key partner in any Trust, including having a representative appointed as a trustee
 - collaboration between schools and partners to improve outcomes for young people
 - a willingness to engage constructively with the City Council to reach agreement on the transfer of assets and the use of capital receipt from any future land/building sale, to ensure that the Council's strategic priorities can be addressed.

171 National Challenge and Structural Change to Secondary Provision in Leeds - Progress Report

The Chief Executive of Education Leeds submitted a report providing an update on the progress made in developing the recommended options for delivering the next phase in structuring secondary provision in Leeds, particularly in response to the National Challenge.

RESOLVED –

- (a) That the progress made in exploring the range of options for secondary provision in the identified areas be noted.
- (b) That a final report with full recommended options be brought to the March 2009 meeting of the Board.

(Under the provisions of Council Procedure Rule 16.5 Councillor Wakefield required it to be recorded that he voted against this decision).

Draft minutes to be approved at the meeting
to be held on Friday, 13th February, 2009

172 Clapgate Primary School - New Build Extension Works to Support an Increase in School Capacity to Two Form Entry

The Chief Executive of Education Leeds submitted a report on a proposed scheme to undertake extension works at Clapgate Primary School in order to establish two forms of entry.

RESOLVED –

- (a) That the scheme to carry out extension works at Clapgate Primary School to provide sufficient teaching accommodation to support an increase in school capacity to two forms of entry be approved.
- (b) That approval be given to incur expenditure of £850,000 in respect of these works from capital scheme number 13924/CLA/000

173 Windmill Primary School - New Build Extension Works to Support an Increase in School Capacity to Two Form Entry

The Chief Executive of Education Leeds submitted a report on a proposed scheme to undertake extension works at Windmill Primary School in order to establish two forms of entry.

RESOLVED –

- (a) That the scheme to carry out extension works at Windmill Primary School to provide sufficient teaching accommodation to support an increase in school capacity to two forms of entry be approved.
- (b) That approval be given to incur expenditure of £850,000 in respect of these works from capital scheme number 13624/WIN/000.

174 Phase 3 Children's Centre Programme

(a) Update on the Phase 3 Children's Centre Programme

The Acting Chief Officer for Early Years and Integrated Youth Support Service submitted a report providing an update on the proposed locations for the phase three children's centres to be built between 2008 and April 2010.

RESOLVED – That the proposed location of nine of the phase three children's centres be approved and that the preferred option for tenth site be noted.

(b) Design and Cost Report: Boston Spa Children's Centre

The Acting Chief Officer for Early Years and Integrated Youth Support Service submitted a report on proposals to create a new Boston Spa Children's Centre on the site of the Deepdale Community Centre.

RESOLVED – That approval be given to transfer £455,000 from the Phase 3 Children's Centre Parent (capital scheme 14778) and £100,000 from the GSSG Extended Services Parent 2008-2010 (capital scheme 14777) and that authority be given to incur expenditure on construction £440,000, equipment £40,000 and fees £75,000.

175 Statements of Purpose for the Fostering and Adoption Services for Leeds City Council

The Director of Children's Services submitted a report on proposed revised statements of purpose for Leeds City Council's Fostering and Adoption Services.

RESOLVED –

- (a) That the Statements of Purpose for both the fostering and adoption services of the Council, as appended to the report, be approved.
- (b) That the Scrutiny Board (Children's Services) be requested to examine the criteria for the consideration of applications for adoption and the manner in which they are applied.

176 Children's Services Annual Performance Assessment 2008

The Director of Children's Services submitted a report providing a summary and analysis of the 2008 OfSTED Annual Performance Assessment (APA) of the Council's children's services, and presenting an action plan to drive the reform and integration in services needed to improve safeguarding and outcomes.

RESOLVED – That the report be received, that the actions proposed in sections 4 to 9 thereof be approved, that, in addition the Scrutiny Board (Children's Services) be requested to monitor progress and that progress reports be brought to this Board on a quarterly basis.

LEISURE

177 Deputations to Council on 19th November 2008 Regarding Sports Centres

The Director of City Development submitted a report providing an initial response to the following deputations to Council on 19th November 2008:

- (1) Middleton Community Group regarding the Proposed Closure of Middleton Sports Centre
- (2) Garforth Residents Association regarding the Potential Closure of Garforth Leisure Centre
- (3) SPLASH regarding the Proposal to Close South Leeds Sports Centre.

RESOLVED – That a substantive response to the three deputations made about the Council's Draft Vision for Leisure Centres at the Full Council meeting on 19th November 2008, be included in the comprehensive report on this matter scheduled for Executive Board later this year.

178 Free Swimming Capital Modernisation Programme

The Director of City Development submitted a report on the proposals to submit firm applications to Government with respect to the Free Swimming Capital Modernisation Programme by the 31st January 2009 deadline.

RESOLVED – That the Director of City Development be authorised to submit final bids in respect of Scott Hall and Sound and Light systems as set out in 4.1 of the report for the 2009/2010 round of Free Swimming Capital Modernisation programme, by 31st January 2009.

ADULT HEALTH AND SOCIAL CARE

179 The Leeds Physical Activity Strategy - "Active Leeds: A Healthy City"

The Director of City Development and the Director of Adult Social Care submitted a joint report providing an overview of the key elements of the new physical activity strategy for Leeds entitled "Active Leeds: A Healthy City"

RESOLVED –

- (a) That the Leeds Physical Activity Strategy – "Active Leeds: A Healthy City" be endorsed.
- (b) That the report be referred to Area Committees for consideration and that further reports on progress be brought to this Board.

180 Transforming Day Opportunities for People with Learning Disabilities

The Director of Adult Social Services submitted a report outlining the national and local expectations in relation to the provision of day support for people with learning disabilities and proposing how the vision for such provision can be progressed.

RESOLVED-

- (a) That the requirement to deliver a more personalised approach to day opportunities for people with a learning disability to meet the aspirations of customers, carers and other stakeholders be noted.
- (b) That approval be given to the vision for a more personalised approach to delivering day opportunities for people with learning disabilities in Leeds as outlined in the report and that the range of work being planned and taken forward in order to achieve this be noted.
- (c) That approval be given to the proposal to undertake a comprehensive transformation of the service including a move away from large segregated buildings to the utilisation of community based locations and the increased involvement of external providers following market testing as appropriate for a range of services.
- (d) That the South East of the City be approved as the first area selected for a comprehensive change programme which will comprise:
 - Working in partnership with customers and their carers to introduce a personalised day service
 - Adoption of the outline requirements for community buildings as a basis for more detailed work and planning
 - Full engagement of customers, carers and in particular the Learning Disability Partnership Board

- (e) That a further report be brought to the Board in six months which will provide an update on progress made in delivering the day opportunities vision detailed in the report.
- (f) That the submitted report be shared with stakeholders including the Leeds Learning Disability Partnership Board and the Leeds Learning Disability Partnership Executive.

(Under the provisions of Council Procedure Rule 16.5 Councillor Wakefield required it to be recorded that he abstained from voting on this decision).

CENTRAL AND CORPORATE

181 Business Transformation in Leeds City Council - Design and Cost Report for a Corporate Records Management Facility - Scheme 14201/WES/000

The Assistant Chief Executive (Planning, Policy and Improvement) submitted a report on proposals for the release and expenditure of £996,040 from the Business and Transformation allocation of the Strategic Development Fund within the Capital Programme for the delivery of a Corporate Records Management facility and on proposals for the revenue costs of running the facility.

RESOLVED –

- (a) That the release of £996,040 from the Strategic Development Fund within the Capital Programme be approved.
- (b) That the expenditure of £996,040 for this project be authorised.
- (c) That the proposal that the revenue costs for running the facility be funded through recharging directorates and services, as an alternative to their having to fund bespoke arrangements, be noted.

182 Design and Cost Report - Phase Two of the Customer Relations Transformation Programme

The Assistant Chief Executive (Planning, Policy and Improvement) submitted a report on proposals for the release and expenditure of £903,100 over a two year period from the Business Transformation allocation of the Strategic Development Fund for the development of those projects which will form Phase 2 of the Council's customer services transformation programme.

RESOLVED –

- (a) That approval be given to the release of £903,100 (over a two year period) from the Business Transformation allocation of the Strategic Development Fund for the further development of the customer services transformation programme.
- (b) That authority be given to incur expenditure on implementing the projects which form Phase 2 of the customer services transformation programme.

183 The Leeds Strategic Plan and Council Business Plan - Performance Reporting from Quarter 2 2008/09

The Assistant Chief Executive (Planning, Policy and Improvement) submitted a report outlining the Council's current performance against the improvement priorities in the Leeds Strategic and Council Business Plans 2008 to 2011 as at Quarter 2 of 2008/09.

RESOLVED – That the quarter 2 performance report in respect of the Leeds Strategic Plan and Council Business Plan 2008-2011 be noted.

184 Loan Agreement with Yorkshire County Cricket Club - Granting of Consents and Variations and Rescheduling of Loans

The Director of Resources submitted a report on proposals to grant consents and agree variations to the Council's Loan Agreement with Yorkshire County Cricket Club, pursuant to the development of the Headingley Cricket Ground.

Appendices A to E to the report, were designated as exempt under Access to Information Procedure Rule 10.4(3), and were considered in private at the conclusion of the meeting. The Chief Officer (Financial Management) reported on a further option advanced since the despatch of the agenda which could potentially affect the arrangements in a manner beneficial to the Council's interests.

RESOLVED – That the necessary consents and agreements to vary the Council's loan agreement be granted, including the rescheduling of the loan, so as to facilitate Yorkshire County Cricket Club entering into transactions referred to in the report pursuant to the Carnegie Pavilion development, with further delegations as outlined in paragraph 6.2 of the report and extended to include as an option those matters reported by the Chief Officer (Financial Management) at this meeting.

DATE OF PUBLICATION: 16TH JANUARY 2009
LAST DATE FOR CALL IN : 23RD JANUARY 2009 (5.00 PM)

(Scrutiny Support will notify Directors of any items Called In by 12.00 noon on 26th January 2009)

This page is intentionally left blank